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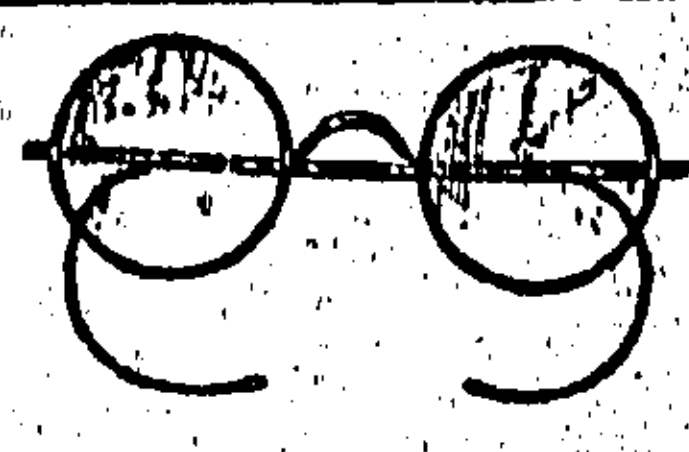
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No. 22666. 號陸拾陸佰陸千貳萬第 日卅月正年未辛 HONG KONG, WEDNESDAY, MARCH 18, 1931. 叁拜禮 日捌拾月叁年壹廿佰玖仟壹英 Price (Single Copy, 10 cts. Per Month, \$3.)

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 28th, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon Dep.	8.05	8.00	8.24	9.05	10.00	12.02	1.18	2.34	3.00	4.30	5.40
Yammat Dep.	8.44			9.15	10.08	12.10	1.31			4.58	6.08
Shatin Dep.	8.58			9.28	10.20	12.22	1.38			5.04	6.14
Taipei Dep.	7.10			9.43	10.35	12.37	1.51			5.18	6.28
Taipei Dep.											
Market Dep.	7.15			9.48	10.37	12.39	1.55			5.08	6.17
Fauling Dep.	7.25			10.00	10.47	12.49	2.03			5.18	6.27
Shung-shui Dep.	7.30			9.01	10.05	10.59	12.54	2.10	3.13	5.23	6.32
Shun-chun Dep.	7.38			9.07	10.11	10.55	1.00	2.16	3.19	5.29	6.38
Canton Arr.	12.34			5.43						7.34	

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton Dep.				8.25							8.25
Shun-chun Dep.				7.13	7.59	10.34	11.41	12.19	2.35	4.39	5.47
Shung-shui Dep.				7.20	8.06	10.41	11.48		2.42	4.46	5.54
Fauling Dep.				7.25	8.10	10.47	11.52		2.48	4.50	5.58
Market Dep.				7.34	8.21	10.57	12.03		2.58	5.00	6.08
Taipei Dep.				7.40	8.28	11.01	12.05		3.03	5.04	6.12
Shatin Dep.				7.53	8.39	11.14	12.18		3.15	5.17	6.26
Yammat Dep.				8.06	8.51	11.26	12.30		3.27	5.29	6.38
Kowloon Arr.				8.12	8.57	11.32	12.41	12.50	2.33	5.35	6.44

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DIARY OF LOCAL EVENTS.

To-day.
(March 18.)
Annual Meeting, H.K. Electric Co., P. & O. Building, 11 a.m.
Annual Meeting, Green Island Cement Company, Exchange Building, 11.30 a.m.
Annual Meeting, Dairy Farm Ice & Cold Storage Company, Ltd., 12 noon.
H.K.C.C. Tennis Tournament:—
Open Singles: C. A. L. Rumjahn v. Tsui Wai Pui (stand court), I. Goldman v. L. T. Ride; Open Doubles: H. D. Rumjahn and S. A. Rumjahn v. Hung and Chiu; Club Championship: R. H. Wild v. H. J. Armstrong; R. K. Valentine v. W. N. Petch; Handicap Singles "A": Telford v. Barton; Handicap Doubles: Wade and Rigg v. Petrie and Lewis; Handicap Singles "B": Ferguson v. Hinton, Battress v. Wornack.
Queen's Theatre: "High Society Blues."
World Theatre: "Flying Swords Woman" (Chinese film).
Star Theatre: "Faust."
Central Theatre: "Hit the Deck."
Thursday.
(March 19.)
Meeting of H.K. Development, Building & Savings Society, City Hall, 2.30 p.m.
H.K.C.C. Tennis Tournament:—
Open Singles: S. A. Rumjahn or W. N. Petch v. H. Deane or H. Lo (stand court); Handicap Singles "A": Robinson v. Ride, Valentine v. Raworth, Waring v. MacDougall, Nash v. Armstrong, Bailton v. E. N. Price, W. N. Petch v. Holmes; Helena May Institute Concert, 5.30 p.m.
Queen's Theatre: "Love in the Rough."
World Theatre: "Ben Hur."
Star Theatre: "Student Prince."
Central Theatre: "Slightly Scared."
Friday.
(March 20.)
Victoria Diocesan and Mission Association Meeting, 5.15 p.m.
H.K.C.C. Tennis Tournament:—
Open Singles: T. Honda v. Ho Ka Lan (stand court); Club Championship: R. K. Valentine or W. N. Petch v. A. D. Humphreys or Capt. Etherington; Handicap Singles "A": A. O. Johnson v. H. Owen Hughes, R. M. Henderson v. D. L. Prophet, D. B. Evans v. C. W. E. Bishop, C. C. Stark v. Deane; Handicap Doubles: Watson and Remington v. Collis and Penn, Robb and Bryden v. Price and Price.
Queen's Theatre: "Love in the Rough."
World Theatre: "Ben Hur."
Star Theatre: "Student Prince."
Central Theatre: "Slightly Scared."
Saturday.
(March 21.)
Cricket:—Division 1: Craighower C.C. v. Indian R.C. (L), Civil Service v. Royal Artillery (L), Navy v. Hong Kong C.C. (F), Division 2: Hong Kong C.C. (F) v. R.A.S.C. (L), Indian R.C. v. Craighower C.C. (L), University v. Kowloon C.C. (L).
Fencing—Hong Kong Fencing Club Tournament, 3.30 p.m.
Hockey—Clerk Clark Cup, Recreation v. St. Andrew's.
Queen's Theatre: "Love in the Rough."

THE LATE SIR CHARLES ELIOT.

DIPLOMATIST, GOVERNOR, SCHOLAR AND FRIEND.

A PERSONAL TRIBUTE.

"Tis not in mortals to command success."
"But we'll do more, Sempronius, we'll deserve it."
These lines of Addison rushed to my memory when the sad news, not altogether unexpected, came that a very remarkable man, who had honoured me with his friendship, had passed to the Great Beyond.
For, although judged by ordinary standards, Sir Charles Eliot had had a distinguished career, it is impossible to escape the feeling that Fate dealt unkindly with him. He deserved so much more in the way of recognition from those who, during his active life, ruled the Empire. Universities honoured him for his scholarship; Cabinet Ministers recommended his name for membership of famous orders; learned societies paid tribute to his vast intellectual powers. And yet all that fell short of what, but for the pettiness of one man of high Cabinet rank, might have been. For undoubtedly Eliot was worthy of a peerage.
His was such an astounding intellect that everyone who knew him intimately must have felt the disappointment which he himself never revealed.
Hercules in Hong Kong.
The brilliance of his early career was such that his contemporaries expected him to become more famous than many who were afterwards elevated to the peerage. It is no reflection on the intellects of men such as Lords Lugard and Tyrrel—the latter now British Ambassador to France—to say that Eliot had made himself famous when they were almost unknown. Asquith, Haldane and Curzon all recognised his mental powers as greater than their own.
And yet, somehow or other, it is possible to believe that, by his very triumph over circumstance, he did reveal the true greatness of his character. Whereas many a man would have done nothing but nurse a grievance, and so spoil the rest of his life, this intellectual giant withdrew quietly to his study and left monumental evidence of his scholarship for posterity.
Destined, as it seemed about thirty years ago, to rule some great territory such as Canada or India, he was startled to find the door to that avenue of useful service suddenly banged and barred against him. It was to pacify a petulant politician and to save the cleavage of a great political party.
After Lord Lansdowne, and others, ceased to count in politics, Eliot came into his own again. He reached the rank of Ambassador. With any luck he would have had that rank twenty years earlier.
If he had not left the hurly-burly of public life for the solitude of his study he would have done so much for Britain in those fatal years of 1912-1917. During that period of his life he was using up his energy on the comparatively trivial, but worrying, financial problems of a poverty stricken and not very popular University. Fortunately for himself he was able to find some solace in the intellectual exercise of acquiring a knowledge of Chinese literature.
No one knew as he did Turkey and the Balkans and the peculiar temperaments of the curious peoples who live and constantly quarrel there. And because of some difference of opinion with a prominent politician, years earlier, they sent this Hercules to Hong Kong, when all his giant strength was needed in Europe preparing for Armageddon. He never blundered in diplomacy—he would, at least, have saved the tragedy of the Dardanelles after war was declared if they had sought, and accepted his advice. Instead of which he remained in his study in Hong Kong unable to give direct help to a distracted Cabinet in London.
The Call of the East.
Sometimes history seems just a huge libel on human nature. The personal hates of those in authority often cost many precious lives. Let us pass by those ghastly blunders and think of the better aspects of frail humanity.
It is almost exactly nineteen years ago that, out of the blue, a letter reached me signed "C. Eliot." Thomas Secombe, then Editor of the *Times Literary Supplement*, happened to be in the same room when the letter was opened, so I asked him if he could tell me anything about my unknown correspondent. "Only the greatest scholar of his generation at Oxford," said Secombe, "and probably the finest linguist of the day. Scholar, author, diplomatist—he can converse fluently in 27 languages and goodness only knows how many more of them he understands. Only an intellectual giant." Subsequently I learned how true were Secombe's words.
(Continued on Page 4.)

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SPEED RECORD.

MR. NORMAN SMITH'S
TASK.

Now that Captain Malcolm Campbell has raised the world's land speed to an average of more than four miles a minute, interest will centre on the attempt of the Australian, Mr. Norman Smith, which will be made on the Ninety Miles Bench, near Kaitia, New Zealand. This course he has already made world-famous by his feat there with a car of a somewhat international character last year, the Anzac. This car, which had an American Cadillac chassis frame and wheels, a British Rolls Royce aero engine of 350 h.p., and an Australian body, covered a mile at a mean average speed of 144 miles an hour, taking 24.35 seconds (146.341 miles an hour in one direction) and 25.25 seconds (147.322 miles an hour) in the other. He also covered 10 miles straightaway, in one direction only, in 4m 2.15s, averaging 145.63 miles an hour. These are Australian records.

For his new attempt Mr. Smith will be equipped with an engine of similar type and dimension, but considerably more efficiency, it is believed, than Captain Campbell had, and he is confident that the speed of which Captain Campbell himself speaks, 300 miles an hour, is possible for him. To achieve this it will be necessary to cover the mile in 12s or less—that is, about 150 yards every second on the measured mile. Mr. Smith will have an additional marked advantage over Captain Campbell in the fact that he will have a bench with a straight of 30 miles, more than 300 yards wide at low tide, and a surface as level and firm as parently as a first-class road. Captain Campbell had only nine miles on which to drive at Dayton, and to develop his full speed he had to take a run in on five and a half miles, trusting to his brakes to arrest his progress before he got into difficulties in the remaining two and a half miles, unless some way was found to make a more lengthy section available for pulling up at the conclusion of his successful drive.

Evenness of Time.

A notable feature of the last two record drives, the late Sir Henry Segrave's and Captain Campbell's, is the remarkable evenness of the times in each direction. When Segrave made his record of 231.30 miles an hour he covered the mile in one direction in 15.55s, and in the other in 15.53s, in each instance averaging more than 231 miles an hour, the mean being 231.30 miles an hour; Captain Campbell covered the mile one way in 14.6s and in the other in 14.7s, the mean, 14.65s, averaging 245.73 miles an hour.

Whatever speed the Australian driver attains, with the immense power he will have at his command and the more scientifically constructed special car than the Anzac which Mr. D. J. Harkness is now completing for him, he will almost certainly raise the Australian record. The world's speed record has been increased by impressive mileages and percentages during the past 15 years, and the present holder has improved on his own early performances by eight miles an hour in the past eight years. In 1923 he caused a world-wide sensation by covering a mile in the mean average time of 20.14s (137.7 miles an hour) on Fano Beach, Denmark; during the past few days he has covered the same distance in 14.65s (245.73 miles an hour).

Among the impedimenta which Captain Campbell took to Dayton, Ohio for his attack on the record were about 400 gallons of special motor spirit and 100 gallons of oil, a duplicate engine in case of unexpected trouble there, cases of spare parts, including several final gear ratios, about 13 spare wheels complete, 30 spare racing tyres, and 300 spark plugs. These wheels, complete with the tyres, weigh 225lb each, and it takes three mechanics to lift one and fit it to the car. The tyres were of the lightest possible type, and when one burst in South Africa during his attempts on the record at Voreneuk Pan Captain Campbell made a remark which indicated that they cost him £120 each. Mr. Norman Smith will also have a supply of the same type of tyres for use on the F. H. Stewart Special when he makes his record attempt in New Zealand.

THE TRIUMPH SUPER SEVEN.

SMALL CAR WITH GOOD PERFORMANCE.

Small car enthusiasts are to be numbered in their thousands; and, remember, the man who expresses a real liking for these modern marvels is by no means invariably one who cannot afford to buy a bigger car. For somehow the quite small car engenders enthusiasm; its efficient little engine compels admiration; and its economy means a great deal on the practical side. Thus with the Triumph Super Seven. If one knows the earlier models, then to test one of the latest coach-built de Luxe type saloons becomes the more interesting. For a first impression—and one which lasts—is that the Triumph has grown up since last year, as it were; and has grown up with very pleasing manners into the bargain. That statement might be misunderstood in one respect. The Triumph continues to belong to the smallest class of all in regard to running costs, standing charges, and so forth; but it is in regard to the body and the details that a considerable advance is at once apparent.

Yet the performance has not suffered at all, though the body cannot but be relatively heavy for the chassis. Even to the experienced driver, with knowledge of all types and sizes of cars, the Triumph Seven engine is remarkable for what it does and for the way in which it performs that work.

Low Gear Ratio.

One of the points of the design is that a comparatively low top gear ratio is used, which means that the engine is turning over fairly rapidly for a given road speed, but means also that in practice the top gear performance is much above what might be expected of the car. Engine revolutions imply power, and with a low-capacity unit the engine must revolve relatively quickly to give the kind of performance that is wanted today.

In this the Triumph excels, for the engine is exceedingly smooth when either pulling at walking pace on top gear, with the ignition retarded—the coil ignition adopted for this year seems to have made an improvement in this connection—or at a cruising speed which can be as high as 15 m.p.h. During the timed speed test the speedometer held a reading of 52; on the road 55 m.p.h. is certainly possible on the level, and a reading of 60 can be touched in favourable conditions. On second gear 30 m.p.h. is reasonable, with 25 as a limit, while on first 12 m.p.h. is a comfortable extreme, and on that ratio the car should be able to climb the most severe gradients anywhere.

The occupants of the car are conscious, of course, that the engine is turning fast, but the smoothness, and the fact that the various noises blend into what can only be called a rhythmic purr, make the general sound distinctly pleasant rather than otherwise.

The gear change presents no unusual difficulty, it being borne in mind that in changing down a relatively very low ratio is being engaged, which calls for considerable acceleration of the engine in the double-clutching process, while when changing up the pause in neutral has to be correspondingly long.

The clutch takes up the drive smoothly from rest if the pedal is let back reasonably carefully, and the action is light. All the controls are convenient and light to operate, in fact, the handbrake lever being just where it should be, which is rare. The steering wheel is comfortable to hold, and the steering itself is light, free from shock transmitted to the driver's arms, and definite, though there is nothing more than a suggestion of easier action.

Smooth, Safe Brakes.

The pedal operates hydraulic brakes on all four wheels, which has been the practice since the Super Seven was first produced. These brakes were smooth and safe, but the set on the car in question seemed to lack the final "bite" at low speed which is essential in obtaining an exceptional test figure, and which, in previous experience, has been noticeable with the brakes of this car. The handbrake, working on the propeller-shaft, is exceptionally powerful, and, although its use in the ordinary way is not recommended, it is a most valuable emergency provision if employed intelligently.

The suspension is soft, yet the springs are sufficiently firm to keep the car steady on corners, and, except at high speed on a wavy road surface, there is practically no trace of fore-and-aft movement.

(Continued on next column.)

"THE UNHAPPY FAMILY."

Father always hurried, caught a moving train.

Slipped below the platform, never will again.

Mother cleaned her costume in a bath of 'Shell.'

Once she was beautiful, now she's—oh, well, well!

Sonny rode a motor bike—turned and waved his hand.

Now he's a mechanic in a bar, far, better land.

Sister was a "fag" friend—always smoked in bed.

Dropped to sleep, maybe she smokes somewhere else instead.

Grandma sought a gas leak—found it with a light.

Although she'd not been out for months, she took a trip that night.

The interior of the saloon is admirable; the impression at once is of a much bigger and more expensive type of vehicle. The front seats are separate, and independently adjustable; the driving position, in consequence, is very good indeed for different heights of drivers. Moreover, the back-rests of the seats support one really comfortably.

The back seat, again, is good. Two persons can sit comfortably side by side, and there is ample leg room by reason of deep wells. All the cushions and the back-rest of the rear seat are pneumatic. All the side windows slide open; there being screw steps to prevent the glass moving on its own accord, while the windows, as well as the wind-screen, are of safety glass. The screen opens wide, and can be secured there, and has a good suction wiper. The two doors can be locked, and the backs of the front seats tilt over to give access to the back compartment.

A Car de Luxe.

The sliding roof—without which the car costs £5 less—works easily from inside the car, and is neat, while the luggage box at the back is particularly useful. It is reached from inside the car, and, as an example of its capacity, will take three two-gallon petrol cans side by side, longwise.

The instrument board, too, is really tasteful. The dials are panelled and very well lighted directly; they include a clock. The blind for the rear window is controlled from the driving seat.

The controls grouped on the steering wheel are, once more, scarcely expected, incorporating, as they do, a switch for the dynamo and all the lamps. The head lamp beam is first rate, and the dip-and-switch most effective.

The engine is neat and accessible; the fuel tank now fitted holds 7 gallons, by the way. The engine starts easily at all times.

The spring bolts require no lubrication; the brake adjustments are accessible, and the battery is as convenient as a battery can be. The spare wheel is recessed neatly into the luggage-box exterior.

Finally, the car has pleasing trim lines. This Triumph is a fascinating little machine—a true small car de luxe.

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DUAL PURPOSE VEHICLES.

Although the idea of adapting an ordinary motor car to use on railway lines by the substitution of light flanged steel wheels for the regular pneumatic tyre type is still a novelty, it was first tried probably by an American multi-millionaire, the late Charles Glidden, who made several tours of the world in a Napier car about the year 1905. Mr. Glidden found there were no roads fit for motor-ing; across the Rocky Mountains in Canada, and he had the light steel wheels made and fitted to the car. The Canadian Pacific Railway authorities leased his car as a special train and provided it with a conductor and timetable in regular form, and several thou-

sands of miles were covered under these conditions. The idea proved so successful that one American railway company issued a regular tariff for the use of its lines during the slack hours of the day, charging about 1½d a mile, with no limit as to the number of passengers carried.

The London Midland and Scottish Railway Company is said to be reviving the idea and applying it to motor buses, which will thus be made adaptable either to road or rail use. A device has been invented which enables the conversion from pneumatic to steel flanged wheels to be effected in two minutes, including the locking of the steering. When using the rails, an auxiliary gearbox will enable a higher speed to be maintained than on the road. Experiments will be made in England with vehicles of this kind, which will be watched with close interest in many parts of the world. It has been estimated by a leading engineer that the heavy oil compression ignition engine is capable of saving the railway companies in England £20,000,000 a year on their fuel and maintenance bills.

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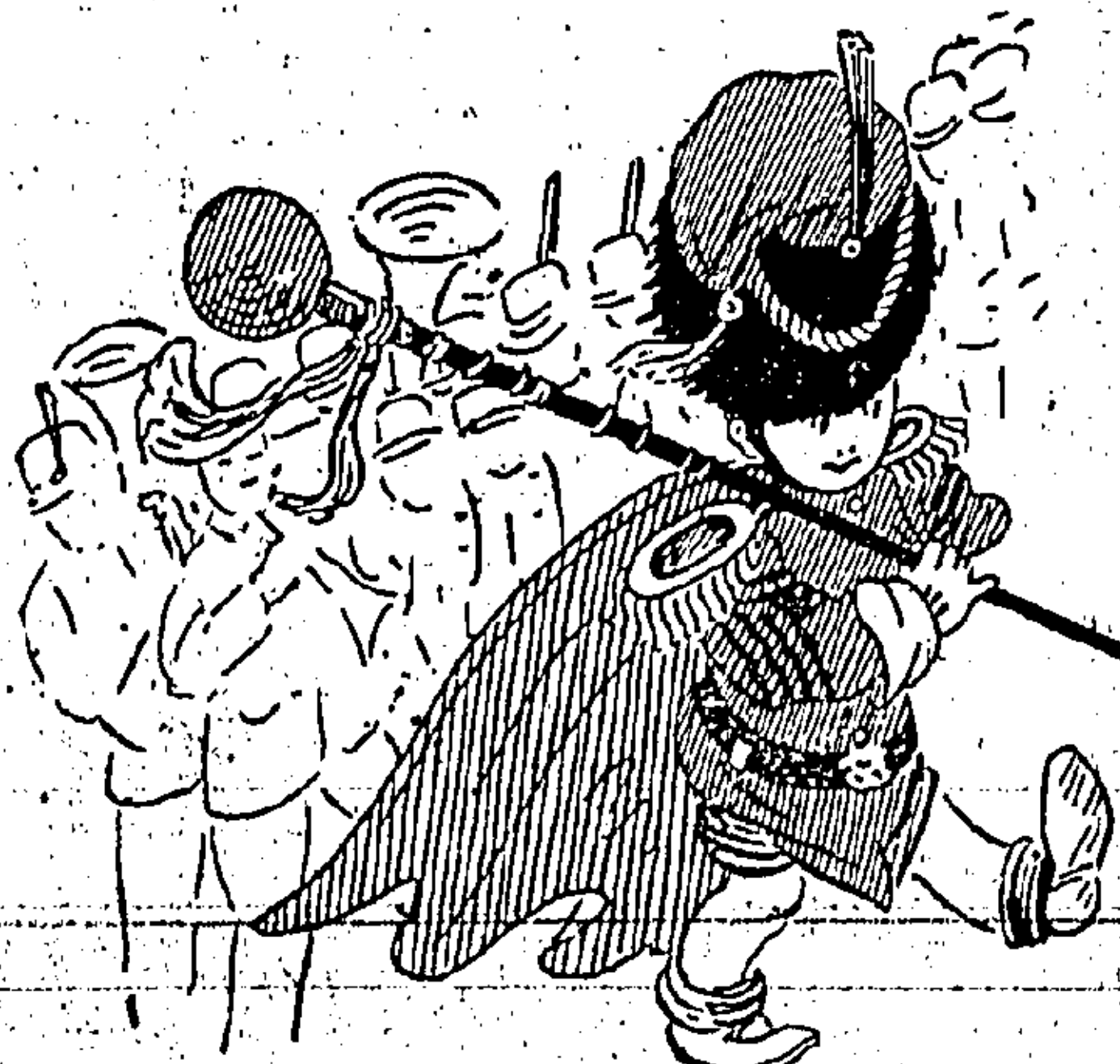
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GASOLINE
plus
MOTOR OIL



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MOTOR NOTES

MECHANICAL TRANSPORT.

RELATION TO OVERSEA TRADE.

Mr. G. M. Gillett, Parliamentary Secretary to the Department of Overseas Trade in England, has written an appreciative article on the importance of mechanical transport in relation to overseas trade, in which he points out that no one can say what are the limits to this form of traffic. The first three decades of the present century which have just closed have been marked by the introduction of road vehicles propelled by internal combustion engines; and the complete remodelling of the road system of the British Isles, with a volume of traffic which continually demands additional measures designed to relieve congestion, and to facilitate road progress.

Where these experiences have not been exactly paralleled in Australia, they have been accompanied by a revolutionary development, particularly as regards the coming of the motor-vehicle on the roads. As far as the remodelling of the roads is concerned, writes a correspondent in an Australian paper, we are now in the throes of a great road building era, especially in New South Wales, Victoria, and Queensland. Victoria, the smallest and most compact State on the mainland in the Commonwealth, made the earliest start, and for about 16 years has been engaged in remodelling and reconstructing her country road system; New South Wales has only during the past seven or eight years engaged in an active policy of the kind, and her greatest move forward has been during the past five years, during which the Main Roads Board has placed road making on a really scientific and progressive basis.

Work for Thousands.

As Mr. Gillett points out, however, the dawn of the motor and road making era does not stop at this stage. Motor transport has created many new occupations and revitalised others, and in Australia as well as in Britain has enabled an army of people to obtain interesting and profitable employment. The operation of motor transport involves drivers, service stations, repair depots, and wayside accommodation for the vehicle itself, as well as for the human burden. In the manufacture of the vehicle an extraordinary number of occupations and industries are affected. In England, the supply of material or plant to the motor industry is regarded as the one bright spot in the steel, leather, machine tool, glass, timber, paint, rubber, and electrical trades. Building and reconditioning of roads provide employment for an army of labourers, as well as engineers, surveyors, overseers, clerks, and office staffs, and others.

Mr. Gillett points out that even if the limit of development appears to be near at hand in Britain, there is an almost unlimited market awaiting British goods overseas. During a period between 1923 and 1929, marked by one of the worst and most sustained commercial depressions ever known, the hunger for mechanical transport was such that the world consumption for commercial road vehicles increased from 5,000,000 to 8,500,000, while in the British Empire alone the increase was 100,000. The Department of Overseas Trade was devoting close attention to the very large, potential market for more British goods, and the fact that exports of complete commercial motor-vehicles from England have shown a steady increase during the past three years was regarded as an outstanding achievement. According to trade estimates, the production of commercial vehicles in the United Kingdom last year was 24 per cent. of the total number of vehicles produced, but the number of commercial vehicles and chassis exported was less than 20 per cent. of the total vehicles exported. It was the department's ambition to improve this proportion considerably.

A STORY OF CONTRASTS.

RAILWAYMEN WANTED ON THE JOB.

[By A. LONDON CORRESPONDENT.]

I have an old friend who is an engine-driver in the "top link" of one of the big railway groups. To make it the more interesting he is also the owner of a four-seater touring car of quite respectable breed. We will refer to him as Tom, though his real Christian name is a Biblical one of great length and very rare, and used to look very well painted inside the cab of his locomotive in the days when each man had his own engine.

Old Tom drives the crack trains of this particular company, and it has been his privilege to travel with him on the footplate, as well as on the road in his sturdy "twelve-horse." The contrast has been so curious that both of us have often laughed over it, for my friend is possessed of that wonderful faculty of being able to see a joke against himself. He is at home on the big four-cylinder monsters which he usually handles—in fact, as he himself expresses it, "more at home there than round the parlour-fire with the old woman."

The Happy Warrior.

And the worse conditions are the more self-possessed Tom becomes, for it would be difficult to describe how bad things can be at times even on the best organised lines.

A stormy and wet night, a heavy train and tight schedule, perhaps an engine that does not steam quite so freely as she should, or a new fireman—these are conditions known to worry the average conscientious driver. Not so our friend, however, for then he is in his element. His weather-beaten face has a constant grin on it, and he cannot resist coming over to the other side from time to time, there to yell out amid the speed and din some comic story he has recently heard. This ability to keep his head (and incidentally, for keeping time) has earned for him a splendid reputation.

On the road, however, Tom is "all at sea," and the man who loves and glories in his two thousand horsepower steed doing eighty miles an hour, with hundreds of people behind it, is actually rather afraid of the little twelve-horsepower machine that has a seating capacity of four. If only his "missus" would drive it he would give up the job altogether and become a passenger, but the "missus" declines to have anything to do with the "works."

Perils of the Road.

His expression on the road is very grim and stern, while a bit of hilly country and constant gear changing keep his face as red as a peony. A red triangle will pull him up to a crawl, while "cross-roads" are a positive nightmare only to be negotiated with a ceaselessly sounding horn. His usual speed is round about twenty-two miles an hour, which he explains is quite good enough for "seeing the country." Not that Tom ever sees any country; he is far too busy watching the road and the controls. "I like my steering done for me," he said one day; "a couple of good steel rails, and you know your road's right as long as the 'sticks' are set for you. You can't get damaged on my job by some idiot coming out of a side turning. No, the damned roads'll never be safe until you get some sort of a block system going. You want a railwayman on the job. I can tell you." So that settles that particular little worry of the Ministry of Transport.

ON STARTING UP.

THE PRACTICE MOSTLY ADOPTED.

AND SOME THEORIES WHICH CONTOVERT IT.

[By AN OWNER-DRIVER.]

When I first became acquainted with motor-cars, engine starting, especially on a cold morning, was something of an adventure. One opened the bonnet, tickled the carburettor, stuffed a petrol-soaked rag into the air intake, and wound the starting handle round half a dozen revolutions. After that, one switched on, withdrew the rag from the air intake, and, if all was well, the engine would start on an early swing.

Even after the electric starter was invented there was the same ritual with the starting handle and petrol-soaked rag every morning, for the early electric batteries could not be expected to stand the strain of breaking down the gumming oil film that held cast-iron pistons when the engine was cold.

When batteries grew so robust that they could be relied upon to start a cold engine without buckling their plates, the recognised starting procedure was as follows: One seated oneself in the driving seat, retarded the spark half-way, switched on, pulled up the strangler wire, and then stepped on the starter switch. This is still the method of the majority of car owners, even in these days of battery ignition. But is it correct?

About five or six years ago no magnetos could be expected to give a spark strong enough to fire the mixture until it had attained a speed of at least 40 revs. per minute, and therefore, of necessity, two or three seconds elapsed between the time when the starter button was pressed and the instant when the engine had attained a sufficient speed for the magnetos to fire the charge in the cylinders.

Inside the Cylinders.

During that comparatively brief interval of time a number of things happened; the engine had made at least half a dozen revolutions and the pistons were free by the time that they came under load; each cylinder had gone through at least one complete cycle of operations, and was therefore filled with explosive charge; the flywheel had acquired a certain amount of momentum so that when one cylinder fired the crankshaft over top dead centre despite the fact that the firing had taken place a little in advance of the dead centre.

Now let us consider the matter from the angle of ignition timing. If 30 deg. is the correct ignition advance for 3,000 r.p.m., then it follows that 8 deg. is correct for 300 and that even one degree spark advance is a degree too much when the engine is stationary. Therefore, if we start an engine with the ignition lever in the half-advance position we are certainly firing the charge too early.

On the engines in vogue five or six years ago no harm was done by this procedure, for, by the time that the magnetos got under way sufficiently to produce a sizable spark, the engine was turning fairly briskly.

With modern battery ignition, however, the case is altered, for the battery delivers a full-power spark at the lowest speed that the starting motor is capable of rotating the crankshaft. Right from the instant that you press the starter button the ignition system commences to function, and, which is more, the strength of the spark is unaffected by the position of the spark-timing lever. The old magnetos would not deliver a hot spark in the retard position, and, in fact, some of them would not produce a spark at all when they were fully retarded. The modern battery set is unaffected by timing or by any engine speed normally experienced in starting.

That being the case, is it not advisable to revise our engine-starting procedure?

For the past year, when starting an engine from cold, I have always gone to work in the following manner:—Having first retarded the ignition fully, I have pulled up the strangler wire and then stepped on the "starter" switch. After the starter has been in operation no less than three seconds, and the engine is turning over at a fairly fast rate, I have switched on and almost immediately opened the strangler. In every case the engine has fired immediately, and during the whole year I have never experienced the slightest trouble, not even a run-down battery. The two important items in this procedure are that the spark is fully retarded and that the strangler has had time to get the engine turning over at a fairly rapid rate.

Suggested Advantages.

If my method is examined critically, it will, I feel sure, be found correct. By retarding the spark to the full extent all risks of back-firing and a bent starter motor armature-shaft are avoided. There is also the assurance that the pressure rise in the cylinder will not take pace until the piston is on the down stroke. As the starter is set in motion before I switch on the ignition I am assured of at least three desirable factors: I am certain, first, that the lubricating oil has commenced to circulate before the engine fires, and that the cylinder oil film has been carried the complete length of the cylinder bore by the pistons; the three or four seconds that elapse before the ignition is switched on the engine will run through several revolutions and each cylinder will, by the time that it is on the firing stroke, have inhaled a charge of gas that has been compressed, and in the process of compression has become at least partially vaporised; by the time that I do switch on, the engine is turning round sufficiently swiftly to obviate the slightest risk of back-fire, even if the ignition does take place a few degrees before the top dead centre. The gas, too, has by this time commenced to move sufficiently fast in the induction pipe to make starting certain and to assure that the engine will continue to fire regularly and not stop again almost immediately after it has started.

Try this procedure on your own car and see if it is not an improvement on the old "switch-on-and-start" method.

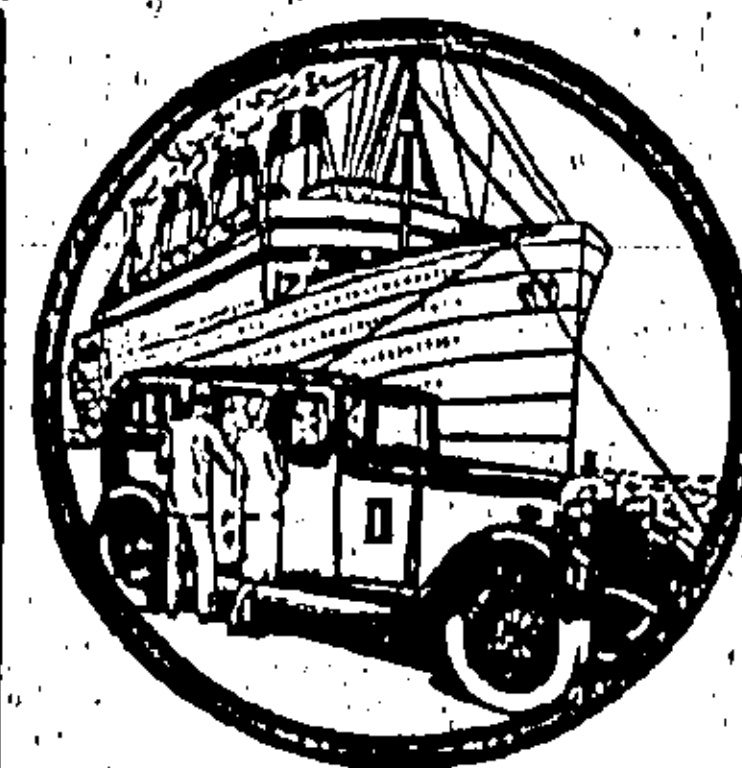
NEWS FROM EVERYWHERE.

A GARAGE DANGER.

Car owners are warned of the serious risks of carbon-monoxide poisoning in closed garages. From time to time the N.R.M.A. safety department points out, motorists are fatally poisoned by carbon monoxide given off by the exhaust gases of motor vehicles, and many others escape the same fate only because they are discovered (often in an unconscious condition), removed from the dangerous atmosphere, and treated promptly and intelligently. These cases are more numerous during the winter months, because of the unnecessary and extremely dangerous (but quite common) practice of "warming up" engines in small garages, with all doors and windows closed. Perhaps the motorist may take the opportunity during this warming-up period to clean the windshield, or wipe the mud or dust from the body of the car. In the meantime, the proportion of deadly carbon monoxide in the air in the garage is constantly increasing, and within a few minutes the motorist is likely to fall unconscious and smother, unless somebody discovers him and takes him outside to the fresh air.

FORD SUCCESSES.

The Ford Motor Company held the lead in the sale of automobiles last July, according to registration figures just made public. In that month Ford's accounted for 43 per cent. of all the new passenger cars registered—better than two out of every five. In the first seven months 41.6 per cent. of all new cars registered were Ford's. In Wayne County, Michigan, which includes Detroit, the home of the automobile industry, 51.9 per cent.—more than half—of the new cars registered in August were Ford's. This is exclusive of 178 Ford's delivered to the city of Detroit. In the first eight months of this year more than three out of five cars registered in Wayne County were Ford's.



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Less 13 instalments still due	119. 8. 9.
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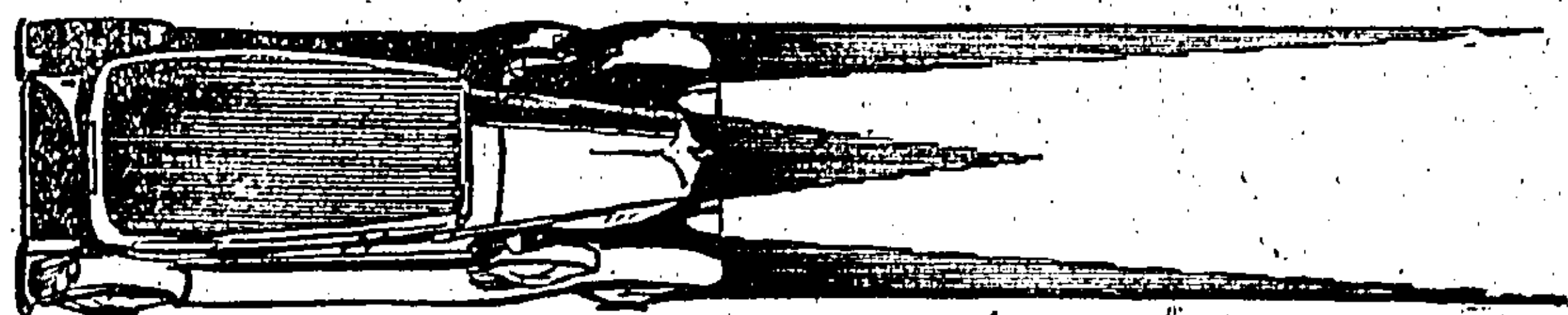
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TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
335 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report, local
time, and Rugby Press news.
2 p.m.—Close down.
3 to 7 p.m.—Chinese programme.
3 to 6.30 p.m.—Chinese children's
programme.
7 to 11 p.m.—European programme
of Victor records supplied by
Messrs. Tang Fook Piano Co.
7 to 7.40 p.m.—

Operatic.

Band—"Rigoletto"—Quartet
(Verdi).—Crescena and his
Band.
Band—"Rigoletto"—Introduction
and Minuet (Verdi).—
Crescena and his Band.
Song—"Walkure"—Brunnhilde
Bitt (Wagner).—Maria
Jeritza (Soprano).
Song—"Walkure"—Ho-Yo-To-He
(Wagner).—Maria Jeritza (So-
prano).
Violin Solo—"The Bohemian
Girl"—Then You'll Remember
Me.—Max Delin.
Song—"I Paritani—Atte, O Cara
Amor Talora." (Bellini).—Gia-
como Lauri-Volpi (Tenor).
Organ Solo—"Thais"—Medita-
tion (Massenet).—Charles R.
Cronham.
Chorus—Gems from "Pagliacci"
(Leoncavallo).—Victor Opera
Company.
Chorus—Gems from "Cavalleria
Rusticana" (Mascagni).—Victor
Opera Company.

7.40 to 8.10 p.m.—

Orchestral.

"Salome's Dance" (Strauss).—
Leopold Stokowski and The
Philadelphia Orch.
"Japanese Nocturne" (Eichheim).
—Leopold Stokowski and the
Philadelphia Orch.
"Wedding of the Winds" (Hall,
arr. Gihelli).—La Vittoria Orch.
"Ballet Egyptian Suite" (Laigini).
—Concert Orch.
8.10 to 9 p.m.—

Instrumental.

Pianoforte Solo—"Die Fleder-
maus—Paraphrase" (The Bat)
(Strauss-Godowsky).—Benno
Moisevitich.
Violin Solo—"Slavonic Dance"
No. 3 in G Major (Dvorak-
Kreisler).—Fritz Kreisler.
Quartet in B Major (Brahms).
Flonzeley Quartette.
Pianoforte Solo—"Narcissus"
(Nevin).—Hans Barth.
Pianoforte Solo—"Rustle of
Spring" (Sinding).—Hans
Barth.
Cello Solo—"Simple Aven"
(Thome).—Alfred Wallenstein.
Cello Solo—"Serenade" (Pierne).
—Alfred Wallenstein.
Pianoforte Solo—"Caprice Espagnol"
(Moskowski).—Wilhelm
Bachaus.
Pianoforte Solo—"Bohemian
Dance" (Smetana).—Wilhelm
Bachaus.
Violin Solo—"Thanksgiving"
(O'Neill).—Selena O'Neill.
9 p.m.—Weather report, local time,
etc.
9.05 to 11 p.m.—

Dance Programme.

Fox Trot—"I'll be Reminded of
You."
Fox Trot—"A Little Kiss Each
Morning."
Fox Trot—"Georgia Pines."
Fox Trot—"Turn on the Heat."
Fox Trot—"Hullabaloo."
Fox Trot—"Baby Won't You
Please Come Home."
Fox Trot—"Believe It or Not."
Waltz—"I Love the Moon."
Fox Trot—"You Can't Believe
My Eyes."
Fox Trot—"If I Can't Have
You."
Fox Trot—"I'm in Love with
You."
Fox Trot—"The Web of Love."
Fox Trot—"Why Have You For-
gotten Walkei."
Fox Trot—"How Are You To-
night in Hawaii."
Waltz—"I'll Close My Eyes to
the Rest of the World."
Fox Trot—"Deep in the Arms of
Love."
Fox Trot—"African Serenade."
Fox Trot—"I'll be Blue Just
Thinking of You."
March Fox Trot—"Goodnight
Poor Harvard."
March Fox Trot—"The Triple
Cheer."
Waltz—"Tears."
Waltz—"Don't Forget Me in
Your Dreams."
Fox Trot—"Crying Myself to
Sleep."
Slow Fox Trot—"You're the One
I Care For."
March Fox Trot—"Washington
and Lee Swing."
Fox Trot—"She Loves Me Just
the Same."
Fox Trot—"My Temptation."
Waltz—"When Your Hair Has
Turned to Silver."
Fox Trot—"When a Black Man's
Blue."
Fox Trot—"Mood Indigo."
Fox Trot—"Yours and Mine."
Fox Trot—"On a Little Balcony
in Spain."
Waltz—"Rock Me to Sleep in
Your Arms."
Waltz—"Mistakes."
Fox Trot—"God Save the King."
11 p.m.—Close down.

THE LATE SIR CHARLES ELIOT.

(Continued from Page 1.)

Next day we met in London, and then began an association that was one of the best memories of my life. For five years, except during vacations, we had discussions daily, and it seems to me now that, in many ways, those were the five happiest years of my life. For never once can I remember a word creeping into our conversation; there is nothing in my memory but gratitude for the kindness and consideration shown by a great man to one whose intellectual inferiority would often have justified sarcasm or even contempt. I think it was his patience with my own eager endeavour to build bricks without straw that made me understand in later years the greatness of my chief.

A Friend of Statesmen.

Humility is an attribute of the really great. He never once mentioned to me his work on marine biology; a casual visitor to Hong Kong first informed me about that.

Let me tell a story that reveals that side of his character. After staying with him as his guest for several weeks and subsequently discussing all sorts of topics concerning prominent men almost every day, the request came from Sir Charles and Sir Henry May that I should journey to London on behalf of the University. Among other matters was the vague hope of persuading the British Government to aid the Hong Kong University with the Boxer money.

Sir Henry May had a great faith in the China Association and supplied personal letters. Sir Charles said nothing until the night before my departure. Then, in a hesitating manner, he asked if additional letters of introduction from him would be of service. On receiving an assurance of gratitude for any such letters he proposed to bring "one or two" on board my steamer. They were handed to me at the last minute. As we passed out Lyceum the letters were examined. They were to "My Dear Asquith," to "My Dear Haldane," to "My Dear Balfour," to "My Dear Curzon," and other Cabinet or Ex-Cabinet Ministers. It needed a little courage for an unknown individual from remote Hong Kong to present these letters, but in each case the path was made easy. All of these famous men seemed anxious to do anything within their power for Sir Charles Eliot. I remember that some of them called him "Chellot" and the word seemed always to carry a note of affection when it was used.

One result of his letters was that Lord Haldane placed before the Cabinet of 1913 a rather hurriedly written statement about the Boxer Indemnity and the needs of the University of Hong Kong. He subsequently assured me that "the matter was discussed with sympathy for the University, but it was unlikely that the British taxpayer would agree"; and Sir Charles said, when months later we talked over the matter in Hong Kong, "The Boxer money will finally be used for educating young Chinese—I do wish they would do it now." As usual, he was right. It was typical of him that he was in frequent personal correspondence with the most prominent statesmen in Britain but nobody in Hong Kong was aware of the fact.

The Diplomatist.

After a very brilliant career at Oxford, which marked him out from amongst all his contemporaries, young Eliot entered the diplomatic service. He had his adventures in Russia, in Turkey, in Africa and in the Balkans. These provided him with many amusing stories, and he could tell them well. He most certainly shone in the art of conversation. When he liked to exert himself no one could be more entertaining. At times he would lapse into long silences, if people discussed topics in which he was not interested—topics such as cricket, football or the Stock Exchange.

He first became prominently before the general public by reason of his book "Turkey in Europe." Lord Salisbury referred to it in a most important speech on foreign affairs; the diplomatic world was not surprised at subsequent promotion. The brilliant young scholar and diplomatist soon acquired a working knowledge of some of the languages of the Balkans. His amazing career at Oxford, where he took away prizes competed for by men who became famous, not only as Cabinet Ministers, but as scholars, had shown his amazing ability to assimilate knowledge rapidly.

In East Africa.

The Foreign Office, in those days, was responsible for territory in East Africa that subsequently came under the Colonial Office. Sir Charles was placed in control of a huge area, when quite young in years (38) for such responsibility.

Then came the trouble. He himself never referred to the episode, but his friends gave me the story. It all seems so silly now—yet it reminds me of the pride of politicians often costs their country dear. For apparently Eliot disagreed with one or more Cabinet Ministers. Any student of the facts to-day would say that "the man on the spot" was right and the cabinet ministers wrong. Eliot believed that he had a definite, and a moral, responsibility to those under him. Rather than compromising on a moral issue he resigned. Those who knew him well sympathized with him but were not surprised by his action.

The only time that the veil of his reserve was lifted, the only time he showed a trace of anger, was one day towards the end of the war. The cables had given the gist of a startling letter written by Lord Lansdowne to the Times—a peace-at-any-price letter. Sir Charles then really did let himself go when we discussed the subject on the day it appeared in the cables.

The Return to the Study.

The new provincial University at Sheffield eagerly took advantage of this blunder of the politicians and offered him the position of Vice-Chancellor. He accepted it (1905). He was no admirer of industrialism and the smoky chimneys and blazing furnaces of Sheffield did not attract him. He once said that while there he always longed for the sunshine of the East.

He had been, for years, a student of religions and he had travelled far afield in Asia. He visited Hong Kong while Vice-Chancellor at Sheffield. He had travelled all over the world.

It was not surprising, therefore, that he accepted the invitation of the Court of this University in 1912. He wanted to live amongst Eastern peoples. No doubt he had in mind his monumental work on Hinduism and Buddhism.

On the eve of his departure for Hong Kong he wrote to me requesting an interview. He asked me a great deal about the Professors in the University of London.

On his arrival in Hong Kong he caused a cable to be sent inviting me to join the University. If we had not met the answer would certainly have been "No."

What is there about these really great men that makes us trust them on sight? When Lodge offered me a junior post in the University of Birmingham it seemed worth any sacrifice to learn from a man like that. And an hour's talk with Eliot in London made me believe that whatever the other people in Hong Kong might be like, here was a man who would always be kindly, just, and active in thought. There would be no intellectual stagnation working for such a mind as his.

Life in Hong Kong.

It would be incorrect to say that Sir Charles was popular in Hong Kong; his circle was too restricted for that. It is true to say that everyone in the Colony who knew him had the utmost respect for him. He did not possess what is called "the hearty push."

He was, perhaps, somewhat of a recluse, so far as the general public was concerned. It was an ordeal for him to make a speech—he enjoyed writing but he greatly disliked speaking in public. Yet he was a real artist in words—you only need glance at any one of his books to be persuaded of that fact. His knowledge of books was as astonishing as his memory. He had a splendid library in his house in Hong Kong.

His knowledge of human nature was almost uncanny. He always seemed to know how individuals would react.

He, in common with Chesterton, Shaw and Dean Inge, did not like "I had almost written" did not "appreciate" machinery. He once remarked to me that he had never once spoken through a telephone. He practically ignored my type-written business communications, and, fortunately, it soon occurred to me to write in longhand. He seemed to have a curious complex about figures and accounts. It was almost enough to make angels weep to see his anxiety over the Uni-

sity budgets of those early days. He seemed a dragon in shallow waters on such occasions. He was very patient, and very fair towards applied science. In his heart he thought that it meant only slums and smoking chimneys, but he saw that changes in China were inevitable. It is only in recent years that it has occurred to me how generous and kind he was to one whose views about reform he must have disliked.

There can be no doubt that the Chinese respected him immensely. He was invaluable in establishing the status of the University in Peking and in other parts of China.

How, finally, he went back into the Diplomatic Service and was greatly respected in Japan is probably well-known in the Far East.

He was a bachelor but no one had a greater appreciation of feminine beauty. Surely there was some romance in the life of one whose nature was so courteous and so kind.

He was exactly fifty years old when he first came to Hong Kong, nineteen years ago, and as he passed through here eight days ago his friends felt that his work was near its end.

Hero-Worship.

The search after great men is the dream of our youth, the most serious desire of our manhood. We can do something when they inspire us that we cannot do of ourselves. They seem to act as lenses through which we can read our own minds.

It costs a beautiful woman no exertion to paint her image on our eyes. So it is with great men; it costs them no effort to convey their quality to others. He is great who is simply natural; he never reminds us of someone else. Sir Charles stood by himself. He was as unique as Kitchener or any other great figure in history.

The scholar is the man of the ages and for his scholarship Sir Charles Eliot will be remembered long after those who knew of his varied career have passed away. His books will survive my children's children, to whom his name will be only a legend.

Nature seems to protect these great minds with a certain aridity. For the future of the race Newton's "Principia" was a blessing, but if he had been what the Americans call "a good mixer," a man fond of clubs and dining out, then Newton could never have produced his great work. Only genius can bear to be solitary. And Sir Charles was a solitary man.

The Last Scenes.

What is the most difficult thing in life? To think.

Sir Charles Eliot was a great thinker. He was, beyond doubt, the most intellectual man who has yet dwelt in Hong Kong. He was something more than that. He was the truest friend, the most considerate colleague, it has ever been my lot to know.

It would be like telling a lie if the writer does not confess that upmost in his thoughts to-day are memories of many happy pleasant hours when after the day's work of planning for the new University was ended, we talked about the things that count most of all in life. It is something to have had the privilege of learning from so great a teacher. Kindness was as much a part of his nature as his giant intellect. Perhaps in the scales in which all our lives are finally weighed, those many acts of kindness will count more than all of the triumphs of diplomacy and scholarship. When, in one man, is combined a great heart with a great intellect, then it is with gratitude that the opportunity is taken to pay a tribute to the memory of so great a man. He knows now the solution to the problem that he tried so hard to solve. We may be confident that Fate will be just in the end. And so we know that now he rests in peace.

M.S.

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COMMENCING AT 10.30 A.M.

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VALUABLE HOUSEHOLD
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17th March, 1931.

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LAMBERT BROS.,
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TUESDAY, MAR. 24, 1931.

COMMENCING AT 10.30 A.M.

At

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KOWLOON.

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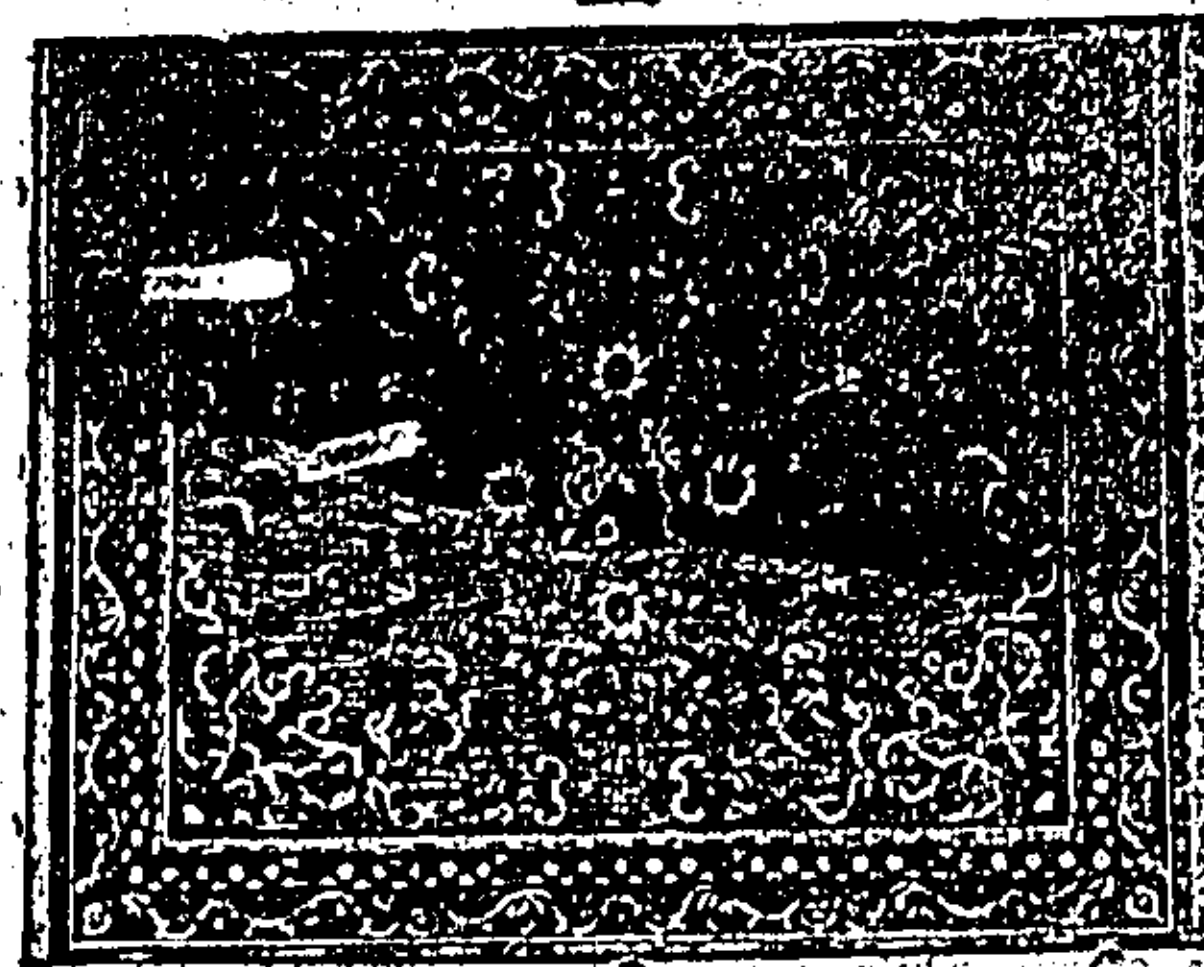
On View from MONDAY, the
23rd March, 1931.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

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AWAY
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Carpets
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ROLLS
OF
CLEANLINESS
BROUGHT
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Spring Cleaning time will soon be here. Dirt, grease and stains cannot be removed by vacuum cleaning. OUR SPECIAL SHAMPOO PROCESS will clean your rugs as they have never been cleaned before.

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THEATRETO-DAY to SATURDAY
At 2.30, 5.10, 7.15 & 9.20 p.m.Adolphe
Menjou
"FASHIONS
IN LOVE"-A Paramount Picture-
Refreshing, Stimulating.
Thoroughly entertaining.
Two lovely leading ladies.
Fay Compton and Miriam
Seggar, both of the
stage.

Starting Sunday

GOOD NIGHT
NURSE!RICHARD
DIX
"The
Love Doctor"A Joy-maker it
thoroughly was one.
Heart trouble's
catching and the
doctor succumbs to
his beautiful nurse.

ACTION-LOVE-LAUGHS

Coming Soon

A GALAXY OF BRITISH
STARS IN A BRITISH
"TALKIE" PRODUCED
IN A BRITISH STUDIO**ALF'S BUTTON**A Paramount Picture
Produced by W. W. L. L. L.
Directed by W. W. L. L. L.
Starring
TUBBY EDLIN, ALF CODDARD
NORA SWINBURNE, POLLY WARD
Based on W. A. DARLINGTON'S
Famous Farce Extravaganza.Bookings at Andersons and
the Theatre (Tel. 25720).LATE SIR CHARLES
ELIOT.SOLEMN CEREMONY AT
THE UNIVERSITY.TRIBUTE BY VICE-
CHANCELLOR.

A solemn ceremony took place in the Great Hall of the Hong Kong University yesterday when members of the University Court, Senate, graduates and undergraduates stood in silence as a tribute to the memory of the late Sir Charles Eliot, the first Vice-Chancellor of the University.

Sir William Hornell, in moving a resolution deploring Sir Charles Eliot's untimely death, said:—

Members of the University.—About two years ago Sir Charles Eliot passed through Hong Kong on his way back to Japan—there to complete his great study of Hinduism and Buddhism by writing a book which dealt mainly with Buddhism in Japan. At the beginning of this year he was taken ill and he wrote to me from a hospital in Kobe a letter which read ominously. But he started for home on the Hakone Maru.

The steamer was held up by fog outside Hong Kong for nearly forty-eight hours, but his old friend, Mr. Ponsonby-Fane, and I went on board the steamer on the morning of Sunday, the 8th March, and sat with Sir Charles for about forty-five minutes. He was obviously very ill, but he rallied wonderfully while we were with him and talked to us in his inimitably humorous way. We asked about his book: "There is most of it," he said pointing to a proof which was lying on the table. He thought that another year might pass before the book was published. And now the author is dead and it remains for some other scholar to complete and publish the work which he did not live to finish.

A Great Scholar.

I will not dwell upon the details of Sir Charles Eliot's remarkable career. He was a great scholar and a great gentleman. To those who knew him he was an unfailing source of joy, for his mind was stocked with all sorts of queer and interesting things and his wit, though piquant, was ever kindly. Looking back over this University's troubled history, I sometimes wonder whether the institution would have survived the dangerous years of its neglected infancy, had it not been for the personality and reputation of its first Vice-Chancellor. Anyway, it is fitting that we, while we deplore our loss, should determine that this University, which meant so much to Sir Charles Eliot, should be maintained in a manner worthy of the great scholar who was its first executive head.

I now move:—

"That the members of the University of Hong Kong in this meeting assembled, while deploring the death of its first Vice-Chancellor and the loss to the world of a great scholar, desire to place on record their consciousness of the debt which the University owes to Sir Charles Eliot, their regret at his untimely death, and their gratitude to his memory. The meeting instructs the Vice-Chancellor to convey to Sir Charles Eliot's nearest relatives the University's sympathy with them in their loss."

I would ask you members of the University, if you approve of this resolution, to signify the same by standing up.

The gathering having stood in silence for a while, Sir William declared the resolution duly passed.

TROOPS CARRIED BY AIR.

R.A.F. EXPERIMENT PROVES
SUCCESSFUL.

Heliopolis, Mar. 11.—Three Royal Air Force Vickers-Vanper troop carrying aeroplanes landed here at one o'clock this afternoon. Under the command of Squadron Leader H. W. G. J. Penderel the British military ships of the air flew to Heliopolis from Capetown.

Previously they had flown from Heliopolis to Capetown and thus, upon the arrival of the 'planes here to-day, they completed a flight of 11,340 miles. The flight was designed to prove the feasibility of transporting troops by aeroplane to all parts of the Empire. In every respect the flight was most successful.

Each of the Royal Air Force 'planes carried 22 soldiers. They left Heliopolis on January 12 and their return to-day was exactly on schedule.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"HIGH SOCIETY BLUES."

Janet Gaynor, appearing with Charles Farrell in "High Society Blues," a Fox Movietone musical hit, at the Queen's Theatre, plays the sort of role she always has wanted to in this production.

"I've been an 'Orphan Annie' so often, that I'm glad of a change of being a wealthy society girl for a change," Miss Gaynor said.

William Collier, Sr., Joyce Compton, Hedda Hopper, Louise Fazenda, Lucien Littlefield, Brandon Hurst and Gregory Gaye are also in the cast. David Butler, remembered for his production of "Sunny Side Up," directed.

Five song numbers, most of them on the way to attain universal popularity, were provided by Joseph McCarthy and James F. Hanley.

With one of California's most beautiful and luxurious resorts as a location, the advance word comes from the Pacific Coast that the making of "Love in the Rough" was more fun than work.

Charles F. (Chuck) Reisner, who directed the musical comedy romance from the play, "Spring Fever," for Metro-Goldwyn-Mayer, is said to have made his company feel as though they were on a vacation, devoting several weeks to the hilarious golf links sequence which kept the players in close touch with their favourite pastime.

Heading the cast of the production which will open to-morrow at the Queen's Theatre, is Robert Montgomery, whose rise to film fame within a year is regarded as little short of amazing.

Other players include Dorothy Jordan, recently seen opposite Ramon Novarro in "Call of the Flesh," Benny Rubin, Dorothy McNulty, J. C. Nugent.

"MADAM SATAN."

The return to active dancing of the famous Russian ballet star, Theodore Kosloff, is one of the interesting features promised in

Cecil B. De Mille's "Madam Satan," a Metro-Goldwyn-Mayer comedy with music which will open on Sunday at the Queen's Theatre.

For several years Kosloff has been devoting his time to the supervision of his dancing schools in Los Angeles, San Francisco and Dallas, Texas.

Out of courtesy to his old friend De Mille, who introduced him to pictures in "The Woman God For-

got," Kosloff stepped into the part and made this ballet one of the outstanding features of De Mille's new picture.

"Madam Satan" largely concerns the matrimonial adventures of Doh and Angela Brooks. Its locale is the wealthy Brooks home and the Zeppelin of Jimmy Wade. On this airship there is a masked ball, featured by the appearance of a mysterious "Madam Satan," and ending in the mid-air crash of the craft, and the descent to earth in parachutes of the guests.

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to be satisfied

Buy canned foods under a label that guarantees the quality you want.

GOLD BAR Canned Foods offer you every satisfaction that goes with carefully grown fruits and vegetables—skillfully packed under ideal conditions. They combine delicious flavor with ready-to-serve convenience all the year round.

Why guess about quality when it's so easy to be sure?

LANE, CRAWFORD'S can supply you—ask them for GOLD BAR Canned Foods.

LANE, CRAWFORD, LTD.

CLASSIFIED ADVERTISEMENTS

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ATTRACTIVE Three Roomed FLATS in HUMPHREYS BUILDINGS, Kowloon. All Modern Conveniences. Also Six Roomed HOUSE in MINNIST AVENUE. Apply HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS. [243]

TO LET—GROUND FLOOR of No. 84, DES VOEUX ROAD CENTRAL. At present in the Occupation of the NETHERLANDS INDIA COMMERCE BANK. Available from 1st APRIL, 1931. Apply to DAVID SASSOON & Co., Ltd. [10368]

TO LET—PRINCE EDWARD ROAD, Kowloon. 4 Roomed FLAT with All Modern Conveniences and Garage. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th floor FRENCH BANK BUILDING [296]

TO LET—From 1st APRIL, 1931, GROUND FLOOR, No. 3, CAMBAY BUILDINGS (302, Nathan Road), Kowloon. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, FRENCH BANK BUILDING (4th floor). [411]

TO LET—For Six Months From 1st MAY, Furnished FLAT of Three Rooms and Two Bathrooms, Modern Conveniences and Servants' Quarters. Apply Box No. 433, c/o Hong Kong Daily Press. [433]

TO LET—Nos. 15 To 24, FUNG FAI TERRACE, VILLAGE ROAD, HARRY VALLEY. 2 Room NEW EUROPEAN FLATS with Flush and All Modern Conveniences. Moderate Rental. Apply to THE WING ON CO., LTD., Estate Office. [446]

FOR SALE.

500 (FIVE HUNDRED) TONS —WHITE FLINT CUL—LET FOR SALE. Please reply Box No. 461, c/o Hong Kong Daily Press. [461]

WANTED.

WANTED TO BUY—SMALL PUP or PUP'S. Good Home. Price must be Moderate. Please write Box 481, c/o Hong Kong Daily Press. [481]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

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Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

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Signature..... Address.....

Address—The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
11, Ice House Street, or P.O. Box 1.

BOY TO FACE
SECOND TRIAL.TALK WITH MOTHER AFTER
JURY DISAGREE.

A human drama without parallel in the history of the Old Bailey—a broken-hearted mother's meeting with her fourteen-year-old boy after he had stood all day in the dock facing a murder charge—formed the climax to the trial of Thomas Michael Tracey for the murder of his sweetheart, Margaret Golding, in a half-built house at Palmer's Green.

The jury, after more than an hour's deliberation, could not agree on a verdict. This means that the boy will have to undergo the ordeal of a second trial.

There can be no sentence of death passed, even if the jury bring in a verdict of guilty.

It was Mr. Justice Avory, the oldest judge of the High Court, who tried the youngest prisoner who has ever stood in the dock of the Old Bailey on this or any other charge.

Court Stormed.

Women stormed the court to listen to the trial. They seemed to be everywhere. Two women were in the jury box, women sat in the crowded enclosure at the back of the great dock, behind counsel, and in the public gallery.

But there were two who stood out from the rest as the legal duel went on all day. They were the mothers of these boy and girl lovers.

The governor of Brixton Prison brought about the meeting between the mother and her boy after the case ended. All day long he had sat beside the boy in the dock.

For once Mr. Justice Avory came into court to hear the jury's verdict without the dreaded black cap in his hand. Tracey stepped nervously to the centre of the dock and gripped the ledge with his twitching fingers.

He heard the jury announce that they could not agree, and seemed puzzled. It was not until a warder touched him gently on the arm that he turned round and walked towards the staircase leading to the cells below. He looked through the glass panel of the dock and stared into the face of his mother.

The mother, in tears, appealed to the judge for permission to see her boy. Mr. Justice Avory was sympathetic, but helpless. "It is a matter for the prison authorities," he said, quietly.

The prison governor nodded, and the meeting took place a few minutes later in the "accommodation cell" behind the court. It was very brief. It did not last more than five minutes, but it consoled the woman.

A few minutes later Thomas Tracey was taken back to Brixton.

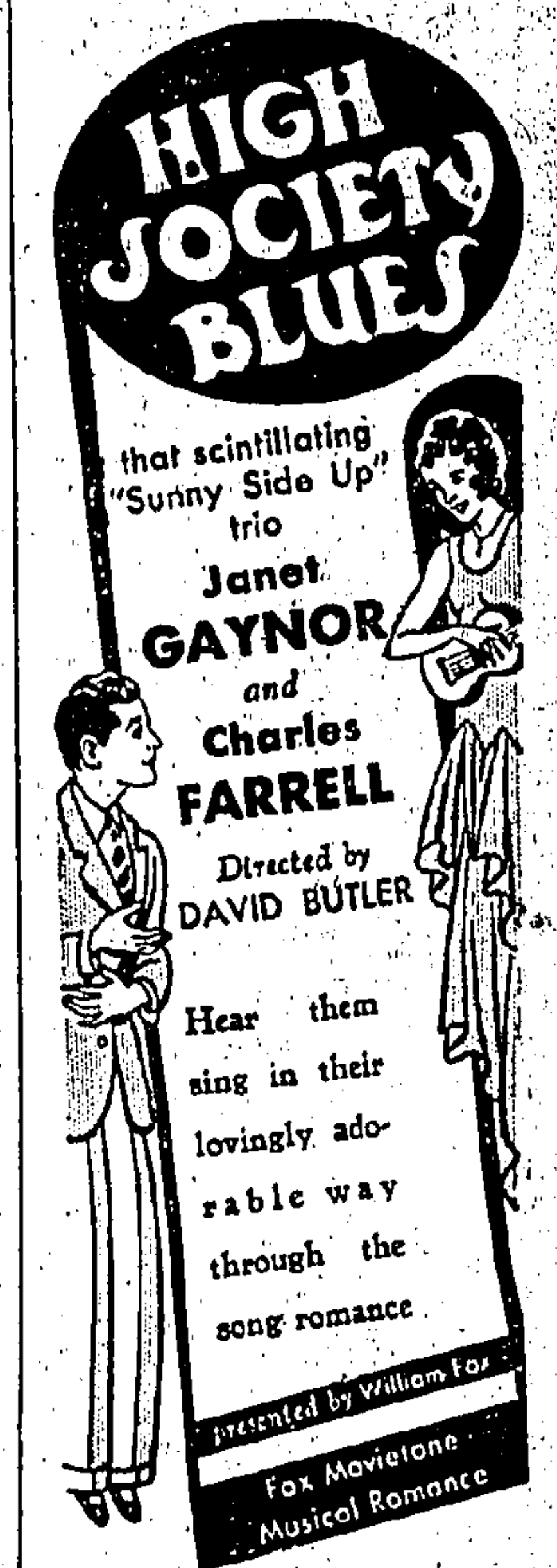
EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, March 18.

Paris	124.14
New York	4.35 25/32
Brussels	34.80
Geneva	25.24
Amsterdam	12.12
Milan	92.74
Berlin	20.40
Stockholm	18.14
Copenhagen	18.10
Oslo	18.10
Vienna	34.50
Prague	164
Helsingfors	103
Lisbon	45.65
Madrid	108.25
Athens	375
Rio	41/32
Buenos Aires	30
Montevideo	37
Bombay	1/8 3/16
Shanghai	1/4
Hong Kong	1/4
Yokohama	2/ 12/2
Silver	
Spot	14 1/2
Forward	14 7/16
Bucharest	817

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.The
Screen's Sweethearts
in

FOX MOVIE TONE NEWS

TO-MORROW

The Smile-
a-Minute
Talkie!**LOVE IN THE
ROUGH**

Metro-Goldwyn-Mayer ALL TALKING

Song hits galore,
pep, laughs, love—
it's a winner!with
Robert
MONTGOMERY
Dorothy
JORDAN
Benny
RUBIN
J. C.
NUGNET

STAR

FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.**EMIL
JANNINGS**in
FAUSTwith
CAMILA HORN



The Improved
"MACNOVA"
Waterproof

An easy fitting light weight waterproof cut on generous lines, has through pockets, storm collar and lined over shoulders.

Details of make and finish are given more than usual attention in the manufacture thus providing the acme of weather-proof coats.

We confidently recommend the "Macnova" Waterproof, and will replace any coat which fails to give complete and absolute satisfaction.

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Local Sport:

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Price:—30 Cents.

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Men's Cotton and Artificial
Silk Socks. Smart and
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\$1.95 to \$2.75 Pair.



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Men's Golf Hose in plain
colours and fancy designs.
Wool and Cotton.

\$3.95 to \$8.50

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WHITEAWAY, LAIDLAW & CO., LTD.

"CEAD MILE FAILTE"

ST. PATRICK'S BALL AT THE
PENINSULA HOTEL.

CHARITY AND GOODWILL AMONG IRISHMEN IN THE EAST.

*"Thy people, now exiles on many a shore,
Shall love and revere thee till time be no more,
And the fire thou hast kindled shall ever burn bright
Its warmth undiminished, undying its light."*

SEVEN HUNDRED GUESTS.

The first St. Patrick's Ball given in Hong Kong was held last night at the Peninsula Hotel. It proved so great a success that everyone who was present will hope that it may be an annual event.

The words "Cead mile failte"—a hundred thousand welcomes—which blazed in electric light over the main entrance to the hotel, were no empty boast. The welcome, warm and kindly, and the excellent arrangements which characterised the ball will make it a function which will be remembered by all who were guests of St. Patrick's Society on March 17, 1931.

The decorations were novel and artistic and reflect great credit on the Committee responsible, who had, besides the short time at their disposal, to contend with the high standard set by those who have superintended the decorations for many years for the St. George's and St. Andrew's Balls.

THE MAGIC OF BLARNEY CASTLE.

But what have St. George and St. Andrew to offer which can rival the attraction of Blarney Castle and its famous stone, the kissing of which gives the eloquence for which the Irish, even when they have no drink taken, are world famous? Boar's Head or Haggis, the tongue indeed savours, but they cannot give smoothness and an endearing twist to its utterances.

Col. C. D. Myles, O.B.E., in the absence of the President of the Society, Sir Joseph Kemp, proposed the loyal toast, and that of St. Patrick, gave in the course of his speech an interesting summary of the life of Ireland's Patron Saint.

ERIN GO BRUGH.

ARRIVAL OF HIS EXCELLENCY.

Dancing had already been going on for a short while before the arrival of His Excellency and Lady Peel at 9.45 p.m. They were received by Colonel C. D. Myles, acting President of St. Patrick's Society, and Mr. L. N. Murphy and were conducted to the roof garden with the following guests:—Vice-Admiral Sir Howard and Lady Kelly, Major-General Sandilands, Vice-Admiral B. Herr, Commodore and Mrs. Walker, Sir Shou Son Chow and Lady Chow, His Honour Justice J. R. Wood, and Sir Wm. Hornell.

On their arrival in the hall-room, the dancing stopped and the guests drew back to make a passage through which the official party proceeded, after the customary bar of the National Anthem had been played, to the dais at the far end of the roof garden. When they had taken their seats the Collects were conducted to the dais where they made a presentation of Shamrocks to Lady Peel. The dancing was then proceeded with.

THE BALL.

The ball programme was well balanced with one national dance before and one after supper, the music provided by the hotel band being nearly all Irish tunes. The usual A.B.C.D. stations were marked on the walls of the hall-rooms for the convenience of those who had to find their partners.

The wisdom of the Committee in closing the invitation lists early and thus limiting the number of guests was seen in the pleasurable amount of floor space available for dancing, and everyone enjoyed themselves thoroughly.

THE PROGRAMME.

The dance programme was as follows:—

- Extra Fox Trot—
"Darling My Darling."
1. Fox Trot—"Killarney."
2. Waltz—"The Dear Little Shamrock."
3. One Step—"Savoy Irish Medley."
4. The Sets—"Irish Medley."
5. Waltz—"A Wee Bit of Love."
6. Fox Trot—"The Weir o' the Green."

BLARNEY CASTLE (Hong Kong Branch).

CERTIFICATE OF PROFICIENCY.

This is to certify that on 17th March, 1931, at the Peninsula Hotel at the first inaugural Ball of St. Patrick's Society of Hong Kong, was permitted to kiss the Blarney Stone and is hereby entitled to use to the fullest extent all gifts of eloquence accruing therefrom.

The model of Blarney Castle was very well carried out, the main inexactitude being the very merciful one of having the Blarney Stone placed, for this occasion, in such a position that it could be kissed without the necessity of the kisser being held by the knees head downwards over the battlements.

THE SUPPER.

Supper was held in the dining room. There were few decorations here except the standards grouped behind the President's chair. These were the Free State Flag, the Irish Standard, St. Patrick's Cross, the Union Jack, the White Ensign, St. George's, St. Andrew's and St. David's flags, and the French and American Standards. The President's party was accommodated at a long table and other official guests at small tables in the near neighbourhood. During supper a selection of Irish classical music was played by the Hotel band. The speeches were broadcast.

The arrangements for the move to the supper-room were excellent. When the 6th dance began the members of the official party were asked to go into the special lounge provided for them on the sixth floor and there take up their positions for the ceremonial entry to the supper-room. When the dance ended they descended to the first floor by the lift furthestest away from the ball-room, and on reaching there moved in procession right along the first floor lounge and so into the dining room.

The official supper party was as follows:—

- H.E. Sir William Peel and Col. C. D. Myles.
Mr. L. N. Murphy and Lady Peel.
H.E. Vice-Admiral Sir Howard Kelly and Mrs. Myles.
H.E. Major-General J. W. Sandilands and Mrs. Eldon Potter.
Vice-Admiral B. Herr and Lady Kelly.
His Hon. Justice J. R. Wood and Mrs. de la Prade.
Sir Shou Son Chow and Mrs. Cressy.
Mr. Eldon Potter and Mrs. Walker.
Commodore A. H. Walker and Mrs. Redmond.
Sir Wm. Hornell and Lady Chow.
Hon. Mr. H. T. Cressy and Prof. Redmond.

PRESIDENT'S SPEECH

ST. PATRICK, THE FATHER OF THE IRISH PEOPLE.

At 11.20 p.m. a bar of the National Anthem announced the Loyal Toast which was given by Col. C. D. Myles, O.B.E. When this had been duly honoured Col. Myles rose again to propose the toast of "The Beloved Memory of St. Patrick."

Addressing the assembly Colonel Myles said:—

In the absence of our President, Sir Joseph Kemp, it falls to me to propose the toast of the Patron Saint.

Before I am after giving you the Toast, may I say a few words in regard to the formation of the Society.

Sir Joseph Kemp being on leave, I was called upon to wear the "mantle," and though being a "griffin" and unworthy, I felt I should do everything possible to help Irishmen in Hong Kong to form a Saint Patrick's Society.

Early in the year, Irish inhabitants were approached on the subject. All were anxious that a Society should be formed—ways and means remained. A general meeting was held, and a committee elected. It was decided to celebrate the Patron Saint's day with a ball. Sub-committees were co-opted, and "That's how we beat the Favourite," and all who attended the last meeting of the Hong Kong Jockey Club will realise what we were up against.

Time was limited, enthusiasm great, and the precepts of the collect "The best way to lengthen the day, is to borrow a bit from the night" were strained to breaking point.

The Chairman's Hat Trick.

One became an exponent in the art of the "Chairman's Hat Trick," that is to say, to listen to a report by the musical expert, write a note to the reception committee, and criticise our artists' work simultaneously and at the same time become easy. Sir Boyle Roche's bird was beaten. One could be in two places and on one's way to a third at the same time.

There has been a great deal of work done by the committee and sub-committees in the short time at their disposal, and I feel sure I am voicing the wishes of the Society when I offer them our heartfelt congratulations and best thanks.

The Three Musketeers.

Distinctions are invidious, but one must commend the work done by the following:—

Mr. F. P. Reynette, James: Chairman of the Committee.
Mr. G. P. Murphy: Joint Hon. Secretary.
Miss P. T. Mahony: Joint Hon. Secretary.
They are the pioneers and "The Three Musketeers" of St. Patrick's Society.

KAIPING HOUSEHOLD COAL

Owing to a shortage of supplies our prices until further notice will be as follows:—

IN LOTS OF NOT LESS THAN 1/2 TON

Delivered to Peak District (above Bowen Road) ...	...\$24.00 per ton
Delivered to Bowen Road and lower levels ...	...\$22.00 per ton
Delivered to Pokfulam Road ...	...\$24.00 per ton
Delivered to Kowloon ...	...\$20.00 per ton

The increases are purely temporary and will cease to operate as soon as supplies are again available.

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DODWELL & CO., LTD., Agents, Hong Kong.

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PARIS
HONGKONG-SHANGHAI
TIENTSIN-PEIPING.



Mr. B. H. Collis-Hallows for his work as Hon. Treasurer.

Mr. Andrew Harper for his splendid donation to the funds of the Society and a gift of Irish melodies, some of which you have heard to-night.

The Collects also did their share, and, risking the fate of Paris, I pass the "Murphy" to:—

Miss Peyton, for her excellent designs. To her we owe our crest. Mrs. Eldon Potter, for sheer hard work and her design of the committee badge.

Mrs. Cressy, a master mind on reception work.

Mrs. Pascoe, our first life member, for her work in connection with the decorations and supper room.

Mrs. Scott-Little, our accomplished musician, for excellent work in connection with our music programme.

A Good Slogan.
The basic aims of St. Patrick's Society, Hong Kong, are:—
"Charity" and
"Goodwill amongst Irishmen in the East."
(Continued on Page 7.)

"CEAD MILE FAILTE."

(Continued from Page 6.)

A good slogan and worth a special effort.

An Annual Ball is a very fine way to bring people into touch and promote sympathy, but a livelier and more lasting liaison is to be found in pursuing subsidiary lines such as sports and art. Suchlike are required to follow the spirit of the Annual Ball, and thus keep the interest in the Society alive.

I therefore urge those members of the Society who have ideas on this subject to communicate with our energetic Secretaries, Mr. G. P. Murphy or Lieut. P. T. Mahony, at P.O. Box 417. You will easily remember the number, as it is the year in which Saint Patrick was ordained.

The Life of St. Patrick.

Historians differ widely in regard to the life of St. Patrick. Some maintain he was born on the Clyde, others at Downpatrick. None will allow that he might have been born in Ireland. "Another injustice!"

However, like many other foreigners who came to Ireland and learned to know the Irishman at home, he decided to live amongst them. He was an exception to the rule of those who become more Irish than the Irish themselves, in that he brought good.

His return to Ireland with a beneficent mission is fully appreciated by all Irishmen, and they alone can understand the difficulties which faced him.

To be brief, St. Patrick, when a youth, was captured by an Irish sea-rover, sold into bondage in Ireland, worked for many years as a swine herder, and escaped to Gaul. He then studied Christianity under St. Martin of Tours, in order to render himself fit for what he had laid down as the work of his life, the introduction of Christianity into Ireland.

On completion of his studies he went to Rome and laid his project before the illustrious Pope Celestine I., who commissioned him to spread the Gospel to the Irish people. In the course of 30 years he completely converted the Irish people to Christianity. Ireland thus, at a time when Western Europe was being overrun by pagan hordes, became the centre of a very high civilisation and culture, and the Nidus of Christian Missions to all neighbouring countries.

He was a man of striking personality.

He returned good for evil.

He cleansed Ireland and cast the snakes out.

He rose from swine herder to Primate.

He lived to the great age of 120 years.

He succeeded where Palladius failed.

All these go to show exceptional merit, but outstanding in proof of greatness is the fact that for 1500 years all Irishmen depart from their national privilege of agreeing in disagreement, and with one accord laud him.

The Father of the Irish People.

Thy people, now exiles on many a shore,

Shall love and revere thee till time be no more;

And the fire thou hast kindled shall ever burn bright,

Its warmth undiminished, undying its light."

Other nations have adopted Patron Saints, or have had them given to them, but St. Patrick is essentially the Father of the Irish People. His mentality is stamped on them to this day. It is from his own hands that we have our National Emblem, the lovely Shamrock, which he used to demonstrate the Doctrine of the Trinity to his pagan audience on the Hill of Tara. His devotion to duty, tenacity of purpose, courage in facing difficulties, indomitable resolution, perseverance, and ceaseless work, should be an inspiration to all Irishmen in their allotted daily task.

Ere I close I must thank you all for answering the call of our Committee: "Won't you, will you, won't you, will you join the dance?" so magnificently.

I must also say goodbye. Like St. Patrick in the ancient City of the Seven Hills, here, under the Seven Dragons, I feel the call of Erin, and, like the Irish emigrant, "By to-morrow morning I'll be on the way."

The memories of a night like this, and the feeling that one has been of some little assistance to such an energetic committee, in giving expression to the aspiration of Irishmen in Hong Kong, will make my leave more enjoyable.

Your Excellencies, Ladies and Gentlemen: I call upon you to join me in the Toast:

"The Blessed Memory of Saint Patrick."

DISTINGUISHED GUESTS.

Mr. F. P. R. James, M.C., said, in proposing the next toast "Our Guests and the land we live in":

Your Excellencies, Ladies, Gentlemen and Members of St. Patrick's Society; it is my great honour and pleasure to-night to propose the healths of our numerous and distinguished guests and of this land we live in.

Our young Society, born only at the beginning of this year, must indeed feel very proud on the occasion of its first chief annual function in receiving as its honoured guests such distinguished representatives of all circles in this Colony, who by their very presence here to-night, and by their genial sociability, have diffused such an air of gaiety which has gone a great way towards making this evening a success.

The alacrity of Sir William and Lady Peel in accepting our invitation to-night has given a fillip to our Society which cannot be over-estimated, and has helped us in a most appropriate manner to fulfil that portion of our "Basis of Constitution," which pledges us to celebrate the anniversary of St. Patrick. As a souvenir of this evening I have much pleasure in asking H.E. to accept from the hands of Miss Mahony a small gift from the Society, a blackthorn walking stick.

First Function Attended by Admiral Kelly.

I think I am right in saying that this is the first public non-official function attended by H.E. Admiral Sir Howard Kelly since his arrival in C. in C. China Station and it is a matter of great pleasure to St. Patrick's Society to welcome him as his first host.

We are disappointed to find that, possessing such a distinguished surname, he is English but greatly rejoiced to learn that Lady Kelly is Irish.

In the persons of H.E. Admiral Kelly and Commodore Walker we are touting the R.N. and the R.A.F. We residents in the Far East are fortunate in seeing a great deal more of, and being in much closer contact with, these arms of the Service than we perhaps would be at home. It is largely owing to them that this Colony exists, and in troubled times they afford protection to all nationalities on the inland waterways of this great adjacent continent, and when our stay in this Island of Fragrant Streams is over they keep the seas open for our safe return home.

Our Guests from France.

Ireland for hundreds of years has maintained most intimate and friendly relations with France, and it is most distinctly fortunate that the visit of Admiral B. Herr to Hong Kong covers this evening and we have thus been able to receive himself, his officers, Mr. and Mrs. Defaure de la Prade as our guests and express our happiness in once more demonstrating our cordial feeling towards the great French nation.

The Army.

H.E. General J. W. Sandilands has been some years out East and is well-known to many and in toasting him we toast all members of the British Army.

Since that last little affair in Europe we have come to know our army better than ever before, and in these days when we are so prone to dwell on the devastations of the Great War, it is only right we should sometimes consider the good which has resulted from it. Foremost I should place the greater understanding which has grown up between men of different outlooks, professions and interests. It is this understanding that assures us that our army will be able to meet every contingency with honour and with eventual, if not with instant and immediate success.

The Law and Others.

Ladies and Gentlemen, The Hon. Mr. J. H. Wood is an old resident here and we are pleased in welcoming him and the Hon. Mr. C. G. Alabaster, Attorney General, as representatives of the Judiciary of this Colony.

Amongst our other members of the consular body is Mr. Shantz the U.S. Consul, representing that hospitable Republic in which so many of our relations have made their home, and Mr. Shantz's presence here is a matter of great pleasure to all of us.

Another of our important guests is Sir Shou Son Chow, Senior Chinese Member of the Legislative Council, who is one of the representatives of the bulk of the public amongst whom our lot is cast. Westerners cannot regard our guests with the pomp and circumstance of the glamorous East. We are in a manner rough and sometimes even rude, but I am certain that our friends know us too well to judge by mere externals the sincere regard which we feel towards them.

When we reflect how much our peace and ease of mind is due to the map in blue, we shudder to think what would be our plight if he and his uniform were suddenly to desert the streets. We are fortunate in entertaining many members of the H.K.P. and S.M.P. and in doing so are able to express to some small extent our appreciation of their sterling services.

Follow Presidents.

Amongst our other guests we have Mr. T. Pearce, President of St. George's Society, Mr. T. H. R. Shaw, Chieftain of St. Andrew's Society, Mr. Hugh Jones, President of St. David's Society, Mr. Scott Harrison, Vice-President of York-shiremen's Society by whose presence we express our cordial feelings towards all kindred societies of the British Race, whom we will attempt to rival only in the measure of our hospitality.

We have numerous other distinguished guests whom time does not permit me to name. As stated by Col. Myles we regret the absence of our President, Sir J. Kemp, but feel that in the person of Col. C. L. Myles, O.B.E., our first Vice-President, he could not be replaced by a better or keener man. A great deal of the success of this evening is due to his personal efforts. We held our inaugural general meeting on January 8 this year and our first committee meeting on the 20th at which Col. Myles was elected a Vice-President. By 8 a.m. the following day he had obtained the acceptance of H.E. Sir William and Lady Peel of our invitation to this Ball, the success of which from thence was a foregone conclusion.

Members of St. Patrick's Society, I ask you to rise and cordially drink the health of Their Excellencies, our other guests, and the Colony of Hong Kong.

Mr. F. P. R. James, M.C., then called upon Miss Mahony, one of the collectors, to present a black-thorn stick to His Excellency, which she did with charming grace amid loud applause.

H.E. ADDRESSES ST. PATRICK'S SOCIETY.

His Excellency Sir William Peel, in reply, said that he intended to be brief, for he knew that those who had been dancing with the Collectors were anxious to get on with the good work. He wished to congratulate the Hong Kong St. Patrick's Society in its successful inauguration, and he did so with special pleasure, as a member of the Society of York-shiremen, which had also been started during the last few months. Amongst his friends were many Irish men and women, and he would say that the Irish were a people of the greatest charm. They had all heard of the Blarney Stone, and some of them had kissed it that night. He believed that it made one irresistible to the opposite sex. The certificate with which he had been presented therefore revived hope in even an old fellow like himself. (Laughter.) When he retired he hoped to go to Ireland, where he was sure that the blackthorn stick presented to him that evening would be a passport to Irish hearts. He thanked the Society for its hospitality and wished it success and prosperity in the future.

The Menu.

The supper menu was as follows: Tomato Bouillon, Mulligatawny Soup, Cold Lobster Salad, Boar's Head, Crubeens, Turkey, Ham and Tongue, Potatoes Baked in Jacket, Potato Cakes, Fruit Salad, Mixed Ice Creams, Coffee.

After supper dancing continued until a late hour. The guests as they left were regretful that the enjoyment was so soon over and everyone is looking forward to March 17, 1932.

THE COMMITTEES.

The Committees were as follows: Reception Committee.

Col. C. D. Myles, O.B.E., Prof. F. E. Redmond, Mrs. H. T. Cressy, Mrs. Myles, Mrs. Eldon Potter, and Mr. L. N. Murphy.

Music and Dance Committee.

Mr. E. H. Williams, Mr. G. P. Murphy, Mrs. Scott Little, and Mr. J. Grenham.

Cloak-room Committee.

Mr. M. G. O'Connor, Mr. T. G. Monaghan, and Mrs. B. Pascoe.

Bar Committee.

Lieut. P. T. Mahony, and Messrs. T. Murphy, A.S.P., C. P. Fallon, P. Paton, and W. Hill.

Supper Committee.

Mr. F. P. R. James, M.C., Dr. G. M. Pope, Lt. Comdr. E. E. Brain, R.N., the Rev. J. Giles, and Mrs. B. Pascoe.

Decorations Committee.

Mr. F. P. R. James, M.C., Comm. Ian. B. Mahony, Mrs. B. Pascoe, Miss Paton, and Messrs. J. Fraser, Harrison, P. Flaherty.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

CHRISTIAN SCIENCE REPLY TO THE REV. H. V. KOOP.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

DEAR SIR,—In replying to Rev. H. V. Koop's so-called searching analysis of Christian Science, as reported in your yesterday's issue, the writer is backed in his attempt by some thirty years of very close connexion with Mr. Koop's Church, thirty years of regular attendance at services, as a communicant, as an earnest worker in various Church offices, before taking up the study of Christian Science, and it is therefore possible for me to somewhat appreciate Mr. Koop's point of view. I can quite imagine the thought striking him very forcibly; "It is time this Christian Science business was stopped. I must see what I can do about it."

Then came the delving into "Science and Health with Key to the Scriptures," by Mary Baker Eddy, with a mind filled with his own notions of what should be, searching for material with which to flay Mrs. Eddy and her efforts to present to the world something better than it had before.

To any Church, apparently, that which is not in accord with its own teaching seems heretical. Mr. Koop will probably remember the experiences of his own Church after the Reformation, but he will, no doubt, say that such a break-away was not heretical nor founded on heresies, (though the Church from which it parted may deem it so.) Marcion, Basilides, Manes and the rest, writing in the second century, may have known a good deal more of real Christianity than Mr. Koop gives them credit for. As is stated: "These worthless compelled the scholars of the Christian Church to think out their gospel and state it in clear terms"—hence, probably the hopeless mix up that is at the present time being manifested throughout what is called Christendom. What are the clear terms, and how many to-day accept them as such? There would have been no Church of England, no Nonconformity, etc., if those terms had been as clear as the above would infer, for the Church in its entirety would have been proving its faith by its works, as Christian Science is doing to-day, and their would have been neither cause nor need for division.

The writer wishes to say at this juncture that this reply is not written in any spirit of malice, as he holds nothing but goodwill towards one who is manifestly doing, according to his lights, what he considers best for his flock, and for himself.

"What then shall we say of these ancient heresies re-dressed and embroidered for the 20th. century, this strange idea that matter has no existence, that pain and evil are illusions?" Christian Science says that God is good, all good, immutably good, and that man is His image and likeness, as is taught in the first chapter of Genesis; that He is the only creator and that, therefore, He did not create error or evil, even though He did create all that was made. Hence the Christian Science conclusion is reached that all that is not good—including materiality with its error, sin, sickness and mortality—has no real existence.

Mr. Koop says: "On the simplest showing Mrs. Eddy did not demonstrate her own teaching." She was dependent upon matter whose existence she denies. The fact that she took food and could not live without it invalidates her whole theory about medicine, etc." How Mr. Koop flatters Mrs. Eddy! For how many hundreds of years have men been searching for "the truth," (as Jesus teaches) that makes men free, prior to our Leader's advent propounding theories galore and, evidently, getting little nearer to their objective and yet, when the ideals of Christian Science are put forward, Mr. Koop, and many like him, expect the founder (and probably her students also) to immediately attain that state of perfection given out as ideal! It is odd; it is flattering; but Christian Scientists have a mass of age-old beliefs to unload before they are free and able to fully grasp the import of the ideals presented to them by Christian Science and we ask, in all humility, for just a little more of the spirit of brotherly love and tolerance of others' beliefs than is shown in Mr. Koop's pronouncement under review.

Our Leader claims that she has gone right back to primitive Christianity in her effort to find the remedy for the difficulties at present all too apparent to us. She has gone back even prior to the time

(Continued on next Column.)

DISHONEST SERVANT.

MASTER ROBBED WHILE ASLEEP.

Sentence of six months' hard labour was passed on a Chinese cook by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday for the theft of \$360 and four gold bangles valued at \$17 from his master at 23, Wooning Street.

It was stated by the prosecution that the robbery took place on the morning of February 15 when the master woke up and found that his safe, which was under his bed, had been opened, and the money gone. He reported the matter to the police who found a \$100 note in defendant's girdle. The defendant was seen a few days before filing a key which was alleged to be the one used in opening the safe.

After evidence for the prosecution had been given, defendant said that he got the \$100 note through gambling in a brothel. His Worship, however, did not believe his story and passed sentence as stated.

of Maycion and the rest, and those of us who have studied Christian Science with a rather more open mind than has Mr. Koop realize that she has gain uncovered the flaw in the history of man, the flaw being that we have been persistently hanging on to such notions as that God created us out of dust or slime; that we, God's children, are miserable sinners; that God gave us wills of our own with which to go on in our own sweet ways, as He had evidently failed to exercise His beneficent control over us;—and so on. Whatever Mr. Koop may think of it, will not prevent Christian Scientists from realizing that God is good, in spite of all the foolish things believed about Him, and that man is the image and likeness of God, and, therefore, in reality, all good.

Christian Science is Christianity, despite any denial of that fact. It is proving its Christliness by its good works. Mr. Koop may lay his hands, and even his feet, on the sick, but he will not find any recovery taking place unless he has "that mild which was in Christ Jesus." He states that Jesus' methods have been used since by his followers and by wise physicians. It is not so very long since some of the leaders of his Church were declaring that the miracles were discarded, that they were, in fact, impossible, according to present-day beliefs. It is good to see that that notion has changed. It will be better still when we see the minds of the Clergy so infused with the healing Truth and Love as taught in the Bible and as demonstrated in Christian Science, that they are able to "lay hands on the sick and they shall recover," without the use of pills and potions, mustard plasters and knives, which do not seem to have been the regular stock-in-trade of our Master and his disciples.

Christian Science is not a form of Pantheism. Christian Science does not teach that all that exists is God. It teaches that all real existence reflects the omnipotence, omniscience, omnibenevolence and omnivivacity—the all-in-fulness—of God, good.

In conclusion may I thank you, Mr. Editor, for your leader. As you know, Christian Science is a comparatively recent innovation in the realm of the religious thought of this age and all the students of it realize their shortcomings in its assimilation and demonstration. They are as quietly, meekly and unobtrusively as possible, under existing conditions, working out their own salvation along the lines given them in and by the Christian Science interpretation of the Scriptures, not seeking to willfully interfere with others' views and practice and, only asking of their Christian brethren a little of that brotherly love which Jesus so earnestly advised and used.

An attack on our Leader will not provoke the writer into controversy about her life. She, like all of us, no doubt made her mistakes. She would have been immortal good had she not done so! All students of Christian Science realize their proneness to error, while they continue to entertain the present-day beliefs concerning God and existence and they, as Christian Scientists, are striving as quickly as possible to get right back to reality. They have to demonstrate every step of the way and the results being obtained show that they are so far on the right way. All they ask, therefore, is that they be allowed to mind their own business and that others who are not interested should mind theirs. If Christian Science is untrue, it will fail and eventually die out. If it is true, persecutions will but speed its progress.—Yours faithfully,

A. BREANLEY.

Christian Science Committee on Publication for Hong Kong.

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NEW ADVERTISEMENTS

H.K.C.C. TENNIS TOURNAMENT.

COMPETITORS are Requested to Note that A COMPLETE LIST of MATCHES Fixed for the Current Week is on View in the CLUB PAVILION on EVERY MONDAY, and that they should make themselves acquainted with the Dates on which they are down to play.

TIES in the HANDICAP EVENTS are Now being arranged. [482]

ST. STEPHEN'S COLLEGE.

ANNUAL SPORTS

ON SATURDAY, 21st MARCH, At 2 P.M. AT STANLEY.

OLD BOYS' 220 YARDS RACE.

All Old Boys Cordially Invited. [479]

FANLING HUNT & RACE CLUB.

THE FANLING HUNT AND RACE CLUB beg to announce that the SPECIAL TRAIN to FANLING for the RACE MEETING on SUNDAY, 22nd MARCH, 1931, will be Run as Usual.

On This Occasion, however, due to a Last Year's Booking for This Date, the KOWLOON-CANTON RAILWAY extremely regret that they are unable to furnish a Train consisting entirely of 1st Class Coaches. The Train will therefore be made up of 1st, 2nd and 3rd Class Carriages at the following Rates, inclusive of Entrance to Public Enclosure—

1st CLASS	...	\$2.00
2nd "	...	\$1.50
3rd "	...	\$1.30

and the FANLING HUNT AND RACE CLUB trusts that the Public will extend their Usual Patronage.

On This Occasion Tickets will only be obtainable at the KOWLOON-CANTON RAILWAY STATION.

THOMSON & CO., Secretaries. [488]

PUBLIC AUCTION.

PARTICULARS OF CONDITIONS of the Sale of Public Auction to be held on MONDAY, the 23rd DAY of MARCH, 1931, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Repulse Bay, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Regd. No.	Locality	Boundary Measurements	Contents in Acres, Roods, and Perches	Annual Rental	Upset Price
1	337	Rural Building Lot No. 337, Repulse Bay.	As per map plan	17/50	£2	£38

THE DAIRY FARM ICE & COLD STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Company's TOWN OFFICE, 2, LOWER ALBERT ROAD, on WEDNESDAY, the 18th MARCH, 1931, at NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 18th MARCH, 1931, Both Days inclusive.

By Order of the Board of Directors.
J. D. THOMSON,
Acting Secretary.
Hong Kong, 27th Feb., 1931. [384]

NOTICE.

HONG KONG AUTOMOBILE ASSOCIATION.

THE ANNUAL GENERAL MEETING will be held in the Board Room of Messrs. JARDINE, MATHERSON & CO. LTD., on FRIDAY, the 20th MARCH, at 5.30 P.M.

THE TRUTH ABOUT REAL CHOCOLATES!!

When you bite into a CLIFTON Chocolate and taste fruit, you know quite well it's the flavour of real fruit, which has been picked for its absolute perfection.

CLIFTON Chocolates are widely known for their smooth richness, toothsome fillings and delightful sweetness, while mints, creams, fruits, nuts and caramels are daintily assorted and elegantly packed.

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THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY YEARLY MEETING will be held at the Company's Office, P. & O. BUILDING, on WED., 18th MARCH, 1931, at 11 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st DECEMBER, 1930, and electing Directors and Auditors.

The REGISTER of MEMBERS of the Company will be CLOSED from 5th MARCH, 1931, to 17th MARCH, 1931, Both Days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Ltd.,
Agents.
Hong Kong, 14th Feb., 1931. [350]

GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that the 42nd ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the Company, EXCHANGE BUILDING, DEAN YOUNG ROAD CENTRAL, Victoria, Hong Kong, on WEDNESDAY, the 18th DAY of MARCH, 1931, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended 31st DECEMBER, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th MARCH, 1931, to WEDNESDAY, 18th MARCH, 1931, Both Days inclusive.

By Order of the Board of Directors,
ALLAN KEITH,
Secretary.
Hong Kong, 16th Feb., 1931. [346]

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, QUEEN'S BUILDING, Hong Kong, on MONDAY, 30th MARCH, 1931, at NOON, for consideration of the Directors' Report and Statement of Accounts for the Year ending 31st DECEMBER, 1930.

The SHARE REGISTERS and TRANSFER BOOKS will be CLOSED from the 23rd to the 30th MARCH, 1931, Both Days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 17th March, 1931. [476]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:

The anti-cyclone over N.E. China has increased in intensity. The depression to the east of the Loo-choo is nearly stationary. Fresh monsoon will continue along the S.E. Coast of China and over the N. China Sea.

Local Forecast:—East winds, fresh; overcast; misty; some rain.

MARRIAGE.

SCHLAGER-HARRAN.—On March 12, at Shanghai, FRITZ JOHANN SCHLAGER, to CHARLOTTE EUGENIE, daughter of Mr. and Mrs. C. R. HARRAN, of Shanghai.

BIRTH.

SUDRURY.—On March 13, at Shanghai, to Capt. and Mrs. SUDRURY, a daughter.

Editorial and Business Offices: 11, Ice House Street, Tel. 30261.
Night Editor (Wanchai Office): Tel. 24611.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MARCH 18, 1931.

NOT BRITISH.

MR. BALDWIN is continuing his struggle with the two members of the British peerage who are attempting, by means of newspaper pressure, to dictate the important matter of the Conservative Party leadership, and the consequent choice of England's Prime Minister, should that Party be returned to power.

Mr. Baldwin strengthened his position by his speech on India, when he cleared the smoke clouds and made some frank comments on the activities of the Daily Mail. Lord Romney, the proprietor of that paper, has lost no time in returning to the assault, but Mr. Baldwin refuses to be drawn. The quarrel is one of the biggest, that has ever disturbed English politics, and entirely at variance with the traditions of public life in our country. The Conservative Party is contented with its leader. There are murmurs, but that is normal enough. Twice within the last twenty-five years it has displaced leaders not to its liking, and in each instance the statesman concerned continued to give the party loyal and valued support both in opposition and in office of State. There is no sign of a "general revolt" against Mr. Baldwin. If Lord Romney and Beaverbrook object to Mr. Baldwin's policy they have every right to challenge it in the party conference and in Parliament. No one, moreover, disputes the right to criticize political personalities in the Press, but a new situation arises when two men are able to rally round themselves a retinue of scribblers and cartoonists and whip them on to the hunting of a leading public man. It is as unconstitutional and revolutionary as anything attempted by the Trades Union Council. It is bullying of a brutal and un-English nature. Whatever the rights and wrongs of Mr. Baldwin's leadership may be it is intolerable that he should be subjected to this form of pillory. Fortunately, Mr. Baldwin is a tough fighter, able to look out for himself, but if these methods are to continue they will drive all the better and more intellectual members of the British political scene out of the game, and in so doing will place in the hands of a few men a power which is going to be used to the pleasure of men in the position of Lord Beaverbrook and Lord Rothermere. To-day Mr. Baldwin is the main object of attack; there are ominous snarlings at Lord Irwin; Lord Haldane has incurred Lord Beaverbrook's severe displeasure, and no one knows where he will be next. The ordinary man wonders what lies behind it all, and Lord Beaverbrook's and Rothermere's might be astonished and pained could they know some of the motives attributed with well reasoned argument, to their actions.

A bad feature of the dispute is the personal feeling aroused. It has done much to sweeten British public life that keen political rivalry has never prevented private friendship. The House of Commons is still the best Club in the world, and the best judge of character. Mr. HORATIO BOTTOMLEY, at the height of his immense popularity, was never offered office, and his eloquence did not cut much ice. On the other hand the rugged honesty of Mr. DAVID KIRKWOOD, and the sincerity of Mr. JAMES MAXTON command personal liking and respect on all sides. In their day these great Irish rivals, Mr. ROMNEY and Sir Edward Carson, were also two of the most popular men in politics. Success in the House means success with opponents as well as supporters. But to-day there is a new note. Lord Rothermere's remarks, as culled by

Reuter, speak for themselves. A devoted admirer of Lord Beaverbrook, writing in the Daily Express in terms of adulation, says, "He attacked Mr. BALDWIN with dramatic force and with an all embracing look of contemptuous fury." These are not a "joke likely to commend themselves to a nation that prefers, and always has preferred, good humour to 'contemptuous fury'." The latter savours too strongly of a Soviet Commissar, and one hopes that Lord Beaverbrook will either modify his contemptuous fury or else take it where it is appreciated.

BRITISH MOTOR BOATS.

YACHTING on a modest scale has been described as the poor man's sport, and the same may be said of motor-boating. In Hong Kong many of us would like to explore the waters of the Colony, pushing up during week-ends and holidays, into the Kwan-tung Rivers; and while the keen sportsmen put sail first, the advantage of the motor craft cannot be denied. There is a flourishing motor-boat industry in England, and perhaps local firms may emulate what is being done at Home.

At the Motor-boat Exhibition, held as an adjunct to the last Olympia Motor Show, there were exhibits of engines, boats, or accessories from sixty firms. This was the first time that the British public had been given such an opportunity of seeing what has been done in this field, and the models shown proved a popular attraction. The extent to which steam, oil, and inland horse-drawn craft have been converted to motor-vessels is remarkable. On the many hundreds of miles of canals controlled by the Grand Union Canal Company, the old time barges are being replaced by large fleets of motor-lighters of greater power and capacity. The Royal National Lifeboat Institution is steadily superseding the old rowing and sailing boats by motor-boats, which are immensely increasing the efficiency of this vital service. Some of the leading passenger lines are pursuing the same policy with regard to the motor-boats on their waters. As in a number of other countries, in the smaller fishing boats the motor is generally used, either as auxiliary or main power.

Of the many thousands of cruising sailing vessels listed in Lloyd's Register of yachts, a very large proportion are equipped with auxiliary motors. There are also a great and increasing number of motor-yachts. During the course of last year 93 such vessels were completed in Scottish yards, and the total for the rest of Great Britain was probably as large. At all the seaside holiday resorts the speedboats are reaping a rich harvest from holiday-makers. The one form of motor-boating which has some what declined in popularity is outboard racing. This sport developed rapidly but failed to hold the public. Nevertheless, it helped to draw the attention of manufacturers to the possibility of better utility or general purpose models.

During the past two or three years there has been a great development in the production of motor-vessels of "standard" designs. The purchaser of a standard boat sacrifices to some extent the minor modifications and individual conditions which are desirable, but he has the satisfaction of knowing that he has secured an article tried and proved by a reputable firm. Further, he will cost him less than if he had had a similar boat built singly at his express order, and he can make any slight alterations and improvements later.

According to a recent number of the Times Trade and Engineering Supplement, the production of vessels of standard design bulks largely in the building programmes of the leading manufacturers. "Messrs. Thornycroft, who have the biggest output, have five types in standard production. These comprise two cruisers, one thirty and the other forty feet in length. The smaller has accommodation for six persons, and a speed of rather more than seven knots, and sells at £280. The larger cruiser has proportionately more accommodation, with twin-engines, which give a speed of nine knots, at a price of £7,295. The other standard types consist of a thirty-knot speedboat, a 25 feet "run-about," and a 23 feet heavy ships' tender."

The British Power Boat Company includes in its range of standard craft a utility model, the "Sea Jack," which carries a heavy load at the remarkable speed of twenty knots and sells at £208. Messrs. J. W. Brooke have five types in standard production. These include a 15 feet "run-about" of various lengths and speeds, and a general utility launch. The boats built by Messrs. Thornycroft and Messrs. Brooke are equipped with engines made by their respective builders. An excellent suggestion put forward by the Times Trade and Engineering Supplement is that one of the great motor-boat manufacturers should standardize a very small cabin boat which would sell for about £160. If such a craft were designed, within a length of about eighteen feet, it would almost certainly appeal to a very wide public; and it is to be hoped that such a boat will not be long before it is on the market.

★ News and Views ★

Sobriety.

At the annual licensing sessions held at the small Sussex town of Midhurst recently it was stated that only two cases of drunkenness were recorded for 1930, as compared with none in 1929, and of the two cases only one was a local resident.

Home Racing.

Most of us in Hong Kong are supporters, and even devotees, of horse racing. Increased interest in the local Turf seems, moreover, to stimulate rather than diminish keenness in following the big events at Home. Reuters have promised, at the request of the Hong Kong newspapers, to pay special attention to the cabling of racing news, and a local resident well versed in the Sport of Kings has accepted an invitation to contribute a weekly column on Home Racing in the Daily Press. The first of the series appears among our sports news in this issue, and we have arranged for subsequent articles to appear every Wednesday.

Religion and Sensationalism.

The frankly open and brutal attack of the Bolsheviks on Christianity can be met and parried, like most frontal assaults. But the kind of anti-Christian slant, veiled under the guise of archeology and history, that is coming just now from Germany—like the silly rumour of the discovery of Christ's tomb and like Dr. Eisler's book, "The Messiah Jesus and John the Baptist"—is more difficult to counter. Their authors are supposed to be sincere men seeking truth and with no desire to unsettle any one's faith, but they take liberties with facts and make absurd guesses and speculations in a manner that would not be tolerated by serious historians trained to weigh evidence. It is difficult to acquit these "professors," etc., of deliberate sensationalism for the purpose of making money on their books.

Veterans.

Lord Darling, at the age of 62, has returned with triumphant gaiety to the bench to help out, with some arrears of business. Mr. George Lansbury has with unobtrusive benevolence reached the age of 72. Sir James Crichton-Browne recently spoke of the wireless on what it feels like to be over 90 years of age. It would seem as if Britain's public men, on passing the age of 70, obtain a second wind. They become almost reckless in their energy and daring. It is between the ages of 60 and 70 that their initiative would seem to fail. Would a mid Cabinet of octogenarians and adolescents prove a success? There comes a moment when one's energy and caution and becomes anxiety and recklessness in doing things which a man of 55 would consider dangerous. It is an unhappy country which is ruled only by men in later middle age.

On account of the Yorkshiremen's Society dance on Friday night, there will be no dinner dance at the Hong Kong Hotel that night.

The ordinary yearly meeting of the Hong Kong and Whampoa Dock Co., Ltd., will take place in the Company's Office, on Monday, March 30, at noon.

At Kowloon Magistracy yesterday, Mr. E. W. Hamilton imposed a fine of \$100 each on two Chinese seamen for the possession of 10 gallons of Chinese wine on which duty had not been paid.

The following forthcoming marriages are announced:—Mr. John Edward Ward, of 6, Morrison Gap Road, to Miss Dolly Laura Maher, of 21, Jordan Road, to Miss Emelia Theodora Cruz.

Estate worth \$21,800 was left in the Colony by Ho Chiu Yu, trader of 12, Wai Pak Sai Lo, Canton, and late of Ipoh, F.M.S., who he died in June last year. Letters of administration have been granted to the widow, Ho Chow Shi, living temporarily at 45, Jervois Street, Hong Kong.

Three cases of typhoid and one case of diphtheria were reported during the 24 hours ended March 16. During the week-ended March 14, there were four cases (one death) of diphtheria, three cases (two deaths) of enteric fever and 40 deaths from pulmonary tuberculosis.

The Remedy.

Mr. Herbert Morrison (Minister of Transport), in a broadcast speech defended the Government in all its policies. "There is no final remedy for unemployment," he said, "outside the Socialist organization of industry in this and the other countries of the world."

Gargle to Health.

The simplest rules of health bring always the best, it is not surprising to find gargling widely recommended and adopted as one of the most effective preventives of colds and influenza. The doctors know that the throat is the easiest and most exposed channel of infection. Perhaps the three most vulnerable parts of the body are the teeth, the tongue, and the throat. If each one of us took proper and regular care of all three we should have gone far along the road of lasting health.

Everyday Heroism.

A nurse's funeral service took place recently at Aldershot with military honours. She had well earned them. With her experience she was under no illusions as to the risks of looking after the victims of the recent outbreak of spotted fever. None the less she volunteered for the work, caught the disease, and was dead in twenty-four hours. Instantly another nurse, knowing all the circumstances, replaced her. "She never thought twice about going" was the matron's comment. Who says that this a drab and prosaic world when such flashes of matter-of-course, unconscious heroism are illuminating it every hour of every day?

Sports' Stadiums in England.

An announcement has been made of a project that has been organized in conjunction with the English National Sporting Club for the erection of a chain of great sporting stadiums throughout Great Britain. Work on the first of these has been commenced in London, and the scheme provides for the construction of large covered stadiums in the metropolis and in Nottingham, Southampton, Dublin, Liverpool, Manchester, Glasgow, Birmingham, Cardiff and other important cities. The principal object of the promoters is to encourage indoor ice-skating and ice-hockey on a scale never before attempted in Great Britain. In each year fifteen weeks are to be devoted to ice-hockey; from twenty to twenty-four to skating, and the remainder of the year to boxing, general sports and other competitions. When all these stadiums have been built and are in use, it is intended that an ice-hockey league shall be formed. The first stadium now in course of construction at Earl's Court, London, will accommodate 11,000 people for ice-hockey, and about 13,000 for boxing competitions. The ice, it is stated, can be removed in a couple of hours, leaving the arena free for any other purpose.

★ Local Notes and Events ★

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At Kowloon Magistracy yesterday, Mr. E. W. Hamilton imposed a fine of \$100 each on two Chinese seamen for the possession of 10 gallons of Chinese wine on which duty had not been paid.

The following forthcoming marriages are announced:—Mr. John Edward Ward, of 6, Morrison Gap Road, to Miss Dolly Laura Maher, of 21, Jordan Road, to Miss Emelia Theodora Cruz.

Estate worth \$21,800 was left in the Colony by Ho Chiu Yu, trader of 12, Wai Pak Sai Lo, Canton, and late of Ipoh, F.M.S., who he died in June last year. Letters of administration have been granted to the widow, Ho Chow Shi, living temporarily at 45, Jervois Street, Hong Kong.

Three cases of typhoid and one case of diphtheria were reported during the 24 hours ended March 16. During the week-ended March 14, there were four cases (one death) of diphtheria, three cases (two deaths) of enteric fever and 40 deaths from pulmonary tuberculosis.

At Kowloon Magistracy yesterday, Mr. Hamilton delivered judgment, convicting Tse Kan, Chau Wai and Chan Kwai, against whom evidence had been taken last week in connection with twelve charges of larceny and receiving. The first two defendants were each sentenced to four charges and sentenced to 12 months' imprisonment in all, and the third defendant, who had originally pleaded guilty, was also sentenced to twelve months.

When exchange opened yesterday morning, the dollar was quoted at 1/4, which was the highest since January 6, last. This was due to silver going up; the London quotation being 14 1/2 spot and 14 7/16 forward, a rise of 7/16th compared with Saturday's price. Inter-bank business was done at 1s. 1d., while speculators here sold at 1s. 1 1/2d. At 1 p.m., however, the dollar dropped 1/4 to 1 1/4, and two hours later it closed at 7/4.

At the fortnightly meeting of the Sanitary Board yesterday, the Select Committee for eating-houses being divided in their opinion as to renewing the licence granted to 381, Queen's Road West, a decision to grant the application was reached by the Board after discussion. The re-registration for one year of a bake-house licence at 8A, King Street, ground floor, was also agreed to, subject to the owner being warned about cleanliness. It was stated that the floor had been used as a bake-house for 20 years, but it was one of those places which could never be kept clean.

The great kindness and humanity displayed by the Japanese near Hakodate to the ship wrecked crew of the British barque Ella Beatrice is worthy of all praise and reflects the highest credit upon the. The barque was driven on a sandy beach on the night of 7th February in a squall, and in a short time had a hole knocked through her deck and side. At daylight a crowd of Japanese assembled on the shore, and two of them gallantly swam through the cold, rough surf with a rope to the wreck, and thus established communication with the land, by which the half-frozen and exhausted crew were conveyed safely ashore and provided with shelter, warmth and food. We trust the British Minister will see that this brave act of the two Japanese in swimming off to the rescue of the crew of the barque does not go unrewarded.—Hong Kong Daily Press, March 18, 1931.

SUMMARY OF NEWS

Local.

Home Racing Notes. Page 10.
Motor Notes. Pages 2 and 3.
To-day's wireless programme. Page 4.

University Tribute to Sir Charles Eliot. Page 5.
Speech at Rotary Club tiffin. Page 10.

Full details of St. Patrick's Ball. Pages 6 and 7.

A tribute to the late Sir Charles Eliot by Professor Middleton-Smith appears on. Pages 1 and 4.

Mr. Brerley, of the local Christian Science Church, replies to the Rev. H. V. Koop. Page 7.

The mortgage action at the Supreme Court in which damages are claimed from a local bank concluded yesterday and judgment was reserved. Page 10.

Sport.

Home football League results. Page 10.

Latest Cables.

The Paris-Tokyo fliers landed safely at Swatow yesterday. Page 9.
Sir W. M. Hewlett was received by His Majesty King George at Buckingham Palace yesterday, and in the presence of the insignia of a K.C.M.G. Page 9.

The Shanghai Municipal Council Elections took place yesterday, the only unsuccessfully candidate being Mr. C. H. Arnold. Page 9.

As the result of the derailment of the Philadelphia-New York express near Bristol, Pennsylvania, several passengers were seriously injured. Page 9.

As the result of four bombs exploding outside the Government offices at Belgrade one officer was killed and several persons injured. Page 9.

The Red bandits who are still holding Father Tierney have extended the time-limit in which the additional ransom must be paid by a fortnight. Page 9.

A New York message reports that an ice-breaker and two relief ships are being rushed to the scene of the Viking disaster in an attempt to rescue the survivors on Horse Island, Newfoundland. Page 9.

The China Indemnity Application Bill having received the Royal Assent, the British Government, through Sir Miles Lampson, has notified the Nanking Government of the British ratification of the Boxer Indemnity Agreement signed at Nanking last October. Page 9.

It is reported from Tokyo that official circles are not aware of the meeting of the naval experts to be held in London on the 19th inst., but that even if it does take place Japan will not be able to participate, as she has not yet received replies to certain questions raised when forwarding her approval of the Franco-Italian agreement. Page 9.

★ Local Notes and Events ★

Looking Back 25 Years.

The Viceroy has sent a long despatch to the Canton Chamber of Commerce deciding that the management of the Canton-Hankow Railway should be controlled by the merchants. The Viceroy says that he has heard of the energy of the people in taking up shares and immediately appoint an energetic and wealthy man as director general of the company, and has also sent to the Chamber a copy of the British loan agreement showing the amount loaned and the interest to be paid by the Kwangtung Province.—Hong Kong Daily Press, March 18, 1906.

Looking Back 50 Years.

The great kindness and humanity displayed by the Japanese near Hakodate to the ship wrecked crew of the British barque Ella Beatrice is worthy of all praise and reflects the highest credit upon the. The barque was driven on a sandy beach on the night of 7th February in a squall, and in a short time had a hole knocked through her deck and side. At daylight a crowd of Japanese assembled on the shore, and two of them gallantly swam through the cold, rough surf with a rope to the wreck, and thus established communication with the land, by which the half-frozen and exhausted crew were conveyed safely ashore and provided with shelter, warmth and food. We trust the British Minister will see that this brave act of the two Japanese in swimming off to the rescue of the crew of the barque does not go unrewarded.—Hong Kong Daily Press, March 18, 1931.

SHANGHAI COUNCIL ELECTIONS.

MR. C. H. ARNHOLD UNSUCCESSFUL.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Mar. 17.
The elections to the Municipal Council of the International Settlement resulted as follows:—
Mr. Fukushima 1,080
Mr. Okamoto 1,080
Brigadier-General Mac-Naghten 603
Mr. Sheppard 604
Mr. Carney (American)..... 584
Mr. Hughes 572
Mr. Brown 560
Mr. Bell 555
Mr. Raven (American, new candidate) 763
The only unsuccessful candidate was Mr. C. H. Arnhold (British), who polled 506 votes.

CHINA'S LOAN DEFAULT.

SINO-BRITISH NEGOTIATIONS STILL PROCEEDING.

[THROUGH REUTER'S AGENCY.]

LONDON, March 16.
A suggestion that the Foreign Secretary should inquire of the Chinese Government their reason for issuing fresh internal loans secured upon increased Customs revenues, while they continued to default upon the Railway Loans and other obligations to British investors in Chinese loans, was made by Captain Robert Henderson, the Conservative member for Henley, in the House of Commons.

Mr. Arthur Henderson, replying, stated that Sir Miles Lampson, His Majesty's Minister, had already been in communication with the Chinese Government on the point raised, but to make the enquiries suggested would anticipate the negotiations with the Chinese authorities at the Debt Consolidation Conference, which opened at Nanking in November last year and which had not yet concluded its deliberations.

Extra-Territoriality Negotiations.

Mr. Henderson told Sir Kingsley Wood that the negotiations for the abolition of extra-territoriality in China were proceeding as rapidly as their complicated nature permitted. He was, unable at the present time to make any statement on the progress of the negotiations.

JAPAN'S "BOURGEOIS DIET."

LABOUR DEMONSTRATION AT PREMIER'S RESIDENCE.

[THROUGH REUTER'S AGENCY.]

TOKYO, Mar. 17.
A demonstration occurred at the residence of the Prime Minister last evening when 350 members of the Right Wing of the Japanese Labour Party, in spite of police efforts to prevent them, forced their way into the presence of Mr. Hamaguchi.

AIRSHIP ENDURANCE RECORD.

JAPANESE CRAFT 60 HOURS ALOFT WITHOUT REFUELLING

[THROUGH REUTER'S AGENCY.]

TOKYO, Mar. 17.
Favoured by ideal weather, a Japanese naval semi-rigid dirigible has broken the previous endurance record for this type of airship, remaining aloft for 60 hours without refuelling.

PARIS-TOKYO FLIGHT.

FRENCH FLIERS LAND AT SWATOW.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Mar. 17.
A message from Swatow states that Burton and Moench, who are engaged on a flight from Paris to Tokyo, landed there safely.

FATHER TIERNEY'S RANSOM.

TIME-LIMIT EXTENDED A FORTNIGHT.

[THROUGH REUTER'S AGENCY.]

PEIPING, Mar. 17.
The Red bandits who are holding Father Tierney have extended the time-limit in which an additional ransom must be paid by a fortnight.
A telegram from Peiping dated March 10 stated that the Kiangsi Government had sent \$2,000 to the Catholic Mission which was to be given to the bandits in order to free the immediate murder of Father Tierney, of the Columbian Mission, who was captured at Kien-chang on November 30.
The bandits were still holding him and demanding \$11,000, and much anxiety was felt, as he was believed to be in very poor health as the result of the hardships of captivity.

ANGLO-FRANCO-ITALO NAVAL AGREEMENT.

MEETING OF DIPLOMATIC AND TECHNICAL EXPERTS.

[BRITISH WIRELESS SERVICE.]

RUHR, Mar. 16.
For the purpose of considering the form and final drafting of the Anglo-Franco-Italian Naval Agreement, a meeting of diplomatic and technical experts is being arranged to take place in London on Thursday.

The basis of discussion is contained in the recent provisional agreement published last week as a White Paper.

In addition to the British, French and Italian representatives, Mr. Dwight Morrow, who was one of the American delegates at last year's London Naval Conference, and who is now crossing the Atlantic on a holiday, will attend, together with the Ambassador, General Dawes, on behalf of the United States, while Japan's representative will be Baron Matsudaira, her Ambassador in London.

Japan Not Able to Participate.

[THROUGH REUTER'S AGENCY.]

TOKYO, Mar. 17.
Nothing thus far is known in official circles regarding the proposed meeting of naval experts in London on March 19, but even if it takes place it is intimated that Japan will be unable to participate, as she has not yet received a reply to certain questions raised when forwarding her approval of the Franco-Italian Agreement on March 10.

BRITISH VICE-ADMIRAL TO VISIT CANTON.

ARRANGEMENTS FOR ENTERTAINMENT.

(Wah, Tei Yat Pao.)

CANTON, Mar. 17.
The Commander-in-Chief of the British Fleet on the South China Station (Vice-Admiral Kelly) is expected to pay an official visit to Canton from Hong Kong on the 21st inst.

The Canton civil, military and naval authorities are making lavish arrangements for his reception. Upon his arrival at Canton the British Vice-Admiral will immediately proceed to Shamenee to call on the British Consul, Mr. Phillips. At the same time Admiral Chen Chak will, on behalf of the Canton Government, go to Shamenee to pay his respects.

On the following day (22nd) the Kwangtung Civil Governor, General Chen Ming Shu, the Military Governor, General Chen Tsai Tong, and other Canton high officials will jointly entertain Vice-Admiral Kelly at a reception in the Tui Shi Club.

On the 23rd the Canton high officials will entertain Vice-Admiral Kelly at a dinner in Government House.

LABOUR'S EXPULSION OF MR. THEODORE.

CONFERENCE RESOLUTION DERIED.

[THROUGH REUTER'S AGENCY.]

SYDNEY, March 16.
"No New South Wales body has authority to expel me from the Labour Party," declared Mr. Theodore, the Federal Treasurer, in reference to the resolution for his expulsion passed by the Metropolitan Labour Conference yesterday.
He added:—"Mr. Lang's henchmen will finish, like the chief priests of the French Revolution, by terrorising each other, and all will eventually go to the guillotine."

BOXER INDEMNITY AGREEMENT.

RATIFICATION BY BRITISH GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 17.
The China Indemnity Application Bill having received the Royal Assent the British Government, through Sir Miles Lampson, British Minister to China, has notified the Nanking Government of the British ratification of the Boxer Indemnity Agreement signed at Nanking in October and providing for the purchase of railway materials.
The British Government have also sent to Nanking a list of British members of the London Purchasing Commission, regarding which the Board of Trustees in China will be consulted.

Meanwhile, there has been a constant stream of enquiries from engineering interests regarding the supply of railway materials which have to be bought in Britain.

The next development will follow the announcement from Nanking of the actual formation of a Board of Anglo-Chinese Trustees.

EXPLOSION DESTROYS SEALER.

TWENTY PERSONS REPORTED KILLED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Mar. 16.
Twenty persons are reported to have been killed in the explosion of the sealer Viking off Horse Island, on the northern coast of Newfoundland.

The vessel carried a crew of 138, while two stowaways were aboard and the film director, Mr. Varick Frissell, was a passenger.
She was commanded by Captain Abram Kean, the noted explorer and a member of the Royal Geographical Society.

The explosion occurred at nine on Sunday evening, when men from the vessel were walking ashore on the ice floes.
A steamer with doctors and nurses has been despatched to assist the Viking.

Stranded on Ice.

St. John's, Mar. 16.
Besides 138 of the crew, two stowaways and several cinema photographers were aboard, with whom Mr. Frissell was making a film showing the adventurous life aboard a sealer.

A wireless message from Horse Island reports that the burning ship was visible from the shore with the survivors huddled on the ice.
Some survivors have already arrived at Horse Island and report that their comrades are marooned on the ice.

An offshore wind is making it very difficult to reach land.
The Viking was built in 1881 and is one of the oldest sealers in service.

Fifty Survivors Reach Shore.

LATER.
Fifty survivors of the Viking reached the shore at Horse Island, but were unable to explain the disaster, which apparently was caused by the spark from a tobacco pipe falling on a keg of ice-blasting gunpowder.

The intense frost and a north-east gale makes the saving of the remainder of the crew problematical.

Icebreaker and Relief Ships Rushing to Rescue.

New York, Mar. 17.
The icebreaker Inogen and two Government relief ships, Sagoma and Franklin, are rushing to the rescue of the Viking survivors still huddled on the ice.

Flares and bonfires were kept burning on Horse Island all night to aid the survivors, who had only their light and that of the blazing vessel to assist them in their perilous passage through the ice floes.
It is not known how many were crushed or drowned by falling between the pieces of shifting ice.

AMERICA'S MILLIONAIRES.

FIVE HUNDRED IN LATEST RETURN.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 16.
No fewer than 504 persons in the United States acknowledged incomes exceeding \$1,000,000 each in 1929, despite the stock market crash of that year, according to the Income Tax returns.
This compares with 496 dollar millionaires in 1928.

SWATOW MUTINY FRUSTRATED.

WHOLESALE EXECUTION OF REBELS.

CANTON, Mar. 17.

Sensational disclosures were made to-day to the effect that following the discovery of a Communist plot to stir up a mutiny among Government troops at Swatow, 73 officers and men were executed on Saturday.

A hundred other "conspirators" are awaiting sentence.

Those executed apparently agreed to revolt and were persuading their comrades to mutiny when the plot was discovered and nipped in the bud.

CHUNGSHAN MAGISTRATE.

TANG SHAO YI INSTALLED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 17.
Tang Shao Yi, the newly-appointed Magistrate of Chungshan, the so-called model district in China, was formally inducted to office yesterday in Tang Ka Wan in the midst of an impressive ceremony.

The Provincial Government of Kwangtung was represented by Mr. Kin Tsiang Ching, Commissioner of Education, who administered the oath of office.

The new Magistrate for the most popular district in China, on account of its contribution to the Nationalist Movement, left Canton for Tong Ka Wan last Tuesday by the gunboat Chungshan in company with Madame Tang and members of the new district government. Practically all the members of the Committee on Political Tutelage of Chungshan, including Dr. C. W. Kwong, President of Lingnan University, and Mr. Ma Ying Pui, Manager of the Sincere Company in Hong Kong, were present at the inaugural ceremony.

In his inaugural speech outlining his policy, Tang Shao Yi said that he would devote his attention mainly along the following four lines: The maintenance of peace and order; the straightening up of public finances; the introduction of open, clean politics; and the realization of the scheme for the development of Tong Ka Wan into a world duty-free port to be known as Chungshan Port.

ILLUMINATING CANTON.

IMPROVEMENT ON PRESENT SYSTEM.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 17.
In order to provide better illumination and be in keeping with the modern important commercial centres of Europe and America, the Canton Municipal Government has to-day decided to replace all the small electric lamps on the streets and maloes with more powerful lights. These new lamps, each consuming 100 watts, will be hung between telephone poles or walls of buildings directly over the centre of the street or malao.

Uniform continuity in illumination has been given primary consideration in the installation of these new lamps, and will be obtained by hanging each 100 feet apart.

The work is being done under the direction of Mr. C. C. Lee, Chief of the Bureau of Public Utilities. He has decided to start with Chang Shau Road, one of the main thoroughfares of the city, proceeding to Saikwan, Tungwan, Nankwan, the Bund, in the order named.

In conversation with the writer Mr. Lee said that such an improvement in illumination will add greatly to the beauty of Canton in addition to its tendency to reduce the number of thefts and crimes, and the police will be better able to keep these bad elements in order.

TRICOLOR CARRIED ARMS.

OWNERS' OFFICIAL STATEMENT.

[THROUGH REUTER'S AGENCY.]

OSLO, March 16.
The owners of the Tricolor, which sank outside Colombo after an explosion in January last, have issued an official statement declaring that the only arms carried by the vessel on her last voyage were destined for the Nanking Government, and all the necessary licences had been obtained.

PRESS BARON'S CHALLENGE.

TO MEET MR. BALDWIN IN OPEN DEBATE.

[THROUGH REUTER'S AGENCY.]

LONDON, March 16.
Lord Rothermere has issued a statement declining the suggestion that he should appear at St. George's by-election and state his case against Mr. Baldwin's leadership, proposing instead to meet Mr. Baldwin in open debate in a public hall at any time after next week-end, half of the seating accommodation being of Mr. Baldwin's disposition and half of Lord Rothermere's disposition, with a neutral chairman, the subject of the debate being the policy, leadership, and record of the Conservative Party for the last eight years.
"To give Mr. Baldwin every advantage I agree to speak first and concede him the right to reply. My sole purpose is to do all I can to rebuild the Conservative Party, so that being sound on India, economy and tariffs it may be an effective remedy against Socialism and Bolshevism."

Mr. Baldwin's Reply.

Mr. Baldwin has not accepted Lord Rothermere's challenge.

He stated:—"Lord Rothermere addressed a challenge not to me but to his own newspapers. That fact alone must throw doubt on its sincerity. It is obvious that the challenge would never have been issued if there had been the remotest prospect of acceptance. The idea that any member of the Conservative Party, or should publicly debate on the question of party leadership with a Peer who, so far as he is anything, is a professing Liberal, is too impudent to deserve a moment's consideration."
"The question is not to be settled by any individual outside the Party, however rich or influential, but by the whole body of Conservative members."

Lord Rothermere a Maker of Premiers.

"Mr. Baldwin has fumbled the issue," asserts Lord Rothermere, adding:

"Mr. Baldwin did not call me a Liberal in 1924 when, thanks to the Zinovieff letter, the Daily Mail, under my directions, secured his return with a record majority for any Premier since 1832."

CONSERVATIVES' INDIAN POLICY.

MR. BALDWIN'S STATEMENT SATISFACTORY.

[THROUGH REUTER'S AGENCY.]

LONDON, March 16.
The Conservative India Committee in the House of Commons at a private meeting to-day passed a resolution by a very large majority expressing satisfaction and agreement with Mr. Baldwin's statement on Indian policy, made at Newton Abbot (and confirmed last week in the House of Commons).

There was a lively discussion in regard to the procedure followed last week, which occasioned all the speculation and misunderstanding in regard to the circumstances in which Mr. Baldwin decided that Conservatives could not participate in the Round Table Conference in India at present.

Fourteen Thousand Prisoners Released.

LATER.
In the House of Commons to-day Mr. Wedgwood Benn, Secretary of State for India, informed Mr. Graham Pole that the Indian civil disobedience prisoners released to March 13 totalled over 14,000.

Princes Approval of Federation.

New DELHI, March 16.
An informal meeting of the Princes attending the annual meeting of the Chamber of the Princes decided to move a resolution in open session of the Chamber approving of the principles of federation with safeguards for internal autonomy and the financial and economic rights of the States, and empowering the Princes' delegates to continue their negotiations with British India delegates to the Round Table Conference.

Some of the more conservative Princes, however, expressed the opinion that federation would endanger their very existence.

SIR W. M. HEWLETT, K.C.M.G.

RECEIVED BY HIS MAJESTY THE KING.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 17.
His Majesty King George received Sir W. M. Hewlett, former Consul-General at Nanking, upon whom His Majesty had conferred a Knighthood, and invested him with the insignia of a K.C.M.G.

SILVER ADVANCES IN NEW YORK.

IMPORTANT DEVELOPMENT IN MARKET.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 16.
An important development in the market to-day was the strength of silver bullion, which advanced one and one-eighth cents to 31½ cents per ounce.

U.S.A. TRADE SLUMP.

EXPORTS LOWEST FOR SIXTEEN YEARS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 16.
Exports from the United States during February totalled \$829,000,000, which is the lowest since November, 1914.
The imports totalled \$817,500,000, this being the lowest since September, 1921.
Exports in February last year were valued at \$834,852,000, and imports at \$829,707,00.

SUBMARINE VOYAGE TO NORTH POLE.

NAUTILUS ON TRIAL TRIP.

[REUTER'S AMERICAN SERVICE.]

PHILADELPHIA, March 17.
A heavy snowstorm appropriately enough marked the departure of the submarine Nautilus, formerly belonging to the United States Navy, in which Sir Hubert Wilkins and a party of explorers left for New York for final trials en route to the proposed trip to the North Pole under the ice.

GOVERNMENT AGAIN DEFEATED.

LIBERALS TURN VOTE ON ELECTORAL REFORM BILL.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 16.
The Government to-day were defeated in the House of Commons on Clause Four of the Representation of the People Bill, which sought to abolish University representation.
The clause was rejected by four votes, the division resulting:

For the Clause 245
Against 249

Political consequences are not anticipated, except from the fact that the defeat of the Government was brought about by the decision of 11 Liberals (including Sir John Simon) to vote against the Government.

The Labour Party, leaders and rank and file, are greatly incensed over the Liberal action, as the Bill was introduced in February (embodying the Alternative Vote) as a direct concession to the Liberals.
Mr. Ramsay MacDonald's subsequent announcement that the matter would be considered later is regarded as a warning to Liberals of the Government's power to withdraw the Bill, though this course at present is most unlikely.

OBITUARY.

MAJOR-GENERAL SIR D. O'CALLAGHAN.

[THROUGH REUTER'S AGENCY.]

LONDON, March 16.
The death is announced of Major-General Sir Desmond O'Callaghan, K.C.V.O., Colonel Commandant of the Royal Artillery, at the age of 85 years.

CARDINAL MAFFI.

[THROUGH REUTER'S AGENCY.]

PISA, March 16.
The death has occurred of Cardinal Maffi.
During a severe attack of influenza last month he rose and donned his robes, when he received extreme unction, kneeling at an improvised altar in the sick room in order to show his followers by personal example the necessity of taking the sacrament in time.
Cardinal Maffi, thereafter improved, but relapsed yesterday.

LATE LORD PRIVY SEAL.

TRIBUTES IN HOUSE OF COMMONS.

[BRITISH WIRELESS SERVICE.]

RUHR, March 16.
Remarkable tributes were paid in the House of Commons to-day when the members formally recorded their sorrow at the untimely death of the Rt. Hon. Vernon Hartshorn, the Lord Privy Seal.
The Prime Minister, Mr. Ramsay MacDonald, described him as one of a number of men of humble origin who, in this generation, had stepped into high office and had done their work with signal devotion and success.

Mr. Stanley Baldwin, expressing sympathy on behalf of the Opposition, said that Mr. Hartshorn had set an example of duty plainly and simply done.

Mr. Lloyd George said he had known Mr. Hartshorn for 30 years and latterly had frequently conferred with him on the country's unemployment problems, which he approached with broadmindedness and exceptional independence of judgment.

Sir John Simon, with whom the late Lord Privy Seal served on the Indian Statutory Commission, said that Mr. Hartshorn brought to that task an energy and sympathy which made him one of its leading figures. The fact that the Commission produced a unanimous report was largely due to his influence.

MR. P. SNOWDEN UNDERGOES OPERATION.

PATIENT BEARING UP WELL.

[THROUGH REUTER'S AGENCY.]

LONDON, March 17.
It is announced that Mr. Philip Snowden, the Chancellor of the Exchequer, was to-day most successfully operated on for drainage of the bladder.
He bore the operation very well.

CAN I GET A BATH NOW?

OF COURSE YOU CAN
— AT ANY TIME —
IF YOU HAVE A

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Instantaneous Water Heaters to suit
every requirement on Hire, Sale and
Hire Purchase.

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NOTICE TO SHAREHOLDERS.

THE FORTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 19th MARCH, 1931, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the Year ending 31st December, 1930.

The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 16th MARCH, 1931, to THURSDAY, the 18th MARCH, 1931, Both Days inclusive.

By Order of the Board of Directors,
F. H. CRAPNEL,
Secretary.
Hong Kong, 2nd March, 1931. [393]

THE HONG KONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary on THURSDAY, the 26th MARCH, 1931, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended 31st December, 1930.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th MARCH, 1931, Both Days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
The Hongkong Fire Insurance Co., Ltd. [410]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's BOARD ROOM, 2nd Floor, ALEXANDRA BUILDING, Hong Kong, on TUESDAY, 31st MARCH, 1931, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended December 31st, 1930, electing Directors and Auditors, and for the transaction of any other Ordinary Business of the Company.

NOTICE IS ALSO HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 25th MARCH, 1931, until TUESDAY, 31st MARCH, 1931, Both Days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board,
D. L. KING,
Secretary.
Hong Kong, March 11th, 1931. [458]

NOTICE.

MR. B. A. HYDER is No Longer connected with our Flat Garage.

A. GÖEKE & CO. [463]

HONG KONG CLUB.

NOTICE.

THE THIRD YEARLY DRAWING OF 20 DEBENTURES (1928 Issue—\$500 Each) of the HONG KONG CLUB, Payable on WEDNESDAY, the 30th SEPTEMBER, 1931, will be held in the CLUB HOUSE, at 11 O'CLOCK A.M. on FRIDAY, the 26th MARCH, 1931.

Bearers of Debentures are invited to attend the Drawing.
By Order,
T. A. ROBERTSON, Lieut. Col.,
Secretary.
Hong Kong, 11th March, 1931. [444]

NOTICE.

THE HONG KONG & SHANGHAI HOTELS, LTD.

ISSUE OF NEW SHARES.

The Directors of The Hong Kong & Shanghai Hotels, Limited, have decided to offer the Shares of the NEW ISSUE to those Persons who are registered as Shareholders at the close of business on the 31st MARCH, 1931, upon terms and conditions which will be set out in the Form of Offer.

For The Hong Kong & Shanghai Hotels, Ltd.
F. C. BARREY,
Secretary.
Hong Kong, 15th March, 1931. [476]

MORTGAGE CASE.

PLAINTIFF'S RIGHTS ARGUED BY COUNSEL.

JUDGMENT RESERVED.

Judgment was reserved by Mr. Justice Wood at the Supreme Court yesterday in the land mortgage case, which concluded at the morning sitting after Mr. Eldon Potter, K.C., had made his closing address on behalf of the plaintiff.

Plaintiff, Mrs. Chu Shuk, alleges that the Banque Franco-Chinoise wrongfully sold her property, 9, Kowling Street, which she had mortgaged to them for the purpose of obtaining banking facilities for Mr. W. M. Pittendrigh, and claims \$42,000 damages.

Mr. Potter, together with Mr. H. G. Sheldon, is for plaintiff, while Mr. F. C. Jenkin is for the defendants.

Position of Cheques.

Continuing his address which commenced the previous day, Mr. Potter submitted that there was no written consent or authority by the plaintiff for the overdraft. The point, in the present case, was whether the signature of Dr. Tam, as agent for plaintiff, made the cheques requests in writing sufficient to satisfy the terms of the mortgage deed and bind the property of a third party (plaintiff). When they came to consider the cases it would become quite plain that was not so.

He went on to say that in the present case the Banque could only charge plaintiff's property if the written consent or authority to the granting of certain banking facilities was forthcoming.

His Lordship pointed out the defence was that the cheque was a communication between Dr. Tam and the Banque, Dr. Tam being authorised by plaintiff to give consent or authority in writing for cheques to be drawn on the overdraft account. In other words, it was a direction to the Banque by Dr. Tam in writing to increase Mr. Pittendrigh's overdraft.

Written Authority.

Mr. Potter did not agree, saying that the cheques did not show that. The consent had to be a document which, on its face, satisfied the requirements of written authority or consent.

There was not one authority which laid it down that a cheque could be a written request for a loan. A proviso in the deed was to the effect that in each and every case the written consent or authority of the mortgagee had to be obtained by the mortgagee before granting any banking facilities. Nothing, said Counsel, could bind plaintiff's property unless the Banque could produce a document in writing which, in express terms, gave consent or authority to making use of certain and specified banking facilities.

Another point dealt with by Mr. Potter was the lack of notice to the plaintiff of the sale. His Lordship was asked to find that plaintiff's property could be sold although no notice of the sale had been given to the plaintiff, and although she might never know that her property was going to be sold. In the first place the construction of the deed was against that, and the law would not allow it.

There was not one case in which there had been a suggestion that the property of a third party held as a guarantee for a debt of another person could be sold without application to the person who owned the property.

How the Instalment System Began.

The instalment system is not a product of the new civilisation in the United States; it started in Scotland 100 years ago. And this is how the secret came out. Mr. E. A. Cross, of the National Federation of Credit Traders, was giving evidence before the House of Commons Select Committee on Shop Assistants' Hours. His examination, he said, was established 100 years ago. "Do we take it that credit is as old as that?" he was asked. Mr. Cross—Yes. We sold Bibles on the instalment system in Scotland. I think that was the origin of it.

SINGAPORE SHARE MARKET.

FRASER & CO.'S WEEKLY REPORT.

Messrs. Fraser & Co., in their weekly report, dated March 10, state:—

The local share market has been considerably more active during the week than for some time past, and interest has doubtless been revived to a certain extent by cable advices stating that the question of restriction of the production of rubber has again been under discussion. No definite news is forthcoming to date, and after advancing to 4½d., the price has relaxed to 3½d. per lb., but share values, although weaker at closing, remain well above last week's levels. As usual on a sudden market rise practically all the attention has been confined to the gambling type of stocks, but a certain amount of absorption by investors is also taking place without disturbing current quotations.

After an early decline, Tin has recovered to 12½ for the three months' position, but the market continues to be affected by the unfavourable statistical position engendered by the heavy mining operations immediately prior to March 1. Smaller sales of the metal are now being recorded in the Straits and apart from daily fluctuations in the gambling stocks, shares are reasonably well held meanwhile, with fair support forthcoming from London.

As usual Straits Traders have monopolised attention in the Industrial section, shares offering being readily taken on an advancing market, Singapore Cold Storages and Robinson Ords. also coming in for attention. The Directors of Fraser & Neave recommend a distribution of 15 per cent. for the year on the increased Ordinary share capital, being the equivalent of the 19 per cent. paid last year. Mining—Considerable activity has prevailed in the Mining share market and in Sterling's Tronohs were done at 14/0 with buyers now at 15/-; Hong Kong Tins at 11/0 and Ayer Hitam Tins at 11/0. Dollar Shares were also well supported, and Petalings were taken at 24/0, Sungei Ways 22/0, Kinta Tin Dredges 21/15—21/17, Sungei Luns 21/15—21/14, Kuching 21/04 etc., Penanwa at 21 etc., Hong Fats 20 etc., and Malaya Consolidated at 19½ etc. Burma Corporations were

booked at 8/0 and Raubs 217/40 with further shares enquired for at 217/25 cum. div. Malayan Collieries and Rawang Concessions could be placed at 18/-. A small parcel of Austral Malay Tins remains on offer, and Malaya Consolidateds also Teja Malayans are in the market, whilst a bid of 17/- for Hong Kong Tins would lead to business.

Rubbers:—Transactions took place in Ayer Panas at 91 cts. Man-takabs 30 to 31 cts., Lunas 21/07½ to 21/10, Utan Simpans 21/07½, Tapah 21 and New Serendabs 21/05. New Serendabs fluctuated considerably and close rather easier at 21/20, Malaka Pindas receding from 93 to 92½ cts. Brunei Uniteds could be placed, also Changkat Serdangs, Sungei Bagans and Haytors, and on the selling side, Kedahs are available, also Pajams, Tambakals and Teluk Ansons.

Industrials:—Straits Traders have been very firm during the week, and have put on 50 cts. at 227/50 business done, after markings at lower levels. Robinsons were put through at 22/15, United Engineers 22/45, Wearnes 22/35, McAlisters 22/45 and Straits Steamships round 22/35. Fraser & Neave Ords. were negotiated at 213/25 cum. div. with an odd lot changing hands at 213/10 and the Preference were again taken at 22/50. Singapore Cold Storages have firmed up to 24/00 on sundry market rumours, South British Insurance came, to business at 22/00 and Consolidated Tin Smelter Prefrs. at 18/3 and 18/4 cum. dividend with more wanted at the latter figure: the Ordinary shares could be placed at 16/- and there are further buyers of Fraser & Neave Prefrs., Alexandra Brick Prefrs., Hammers at 2108/50 and Robinson Ords. at 22/15 or counter offer. A bid is wanted for Central Engine Works, also a few Henry Waughs and there is a seller of United Engineer Prefrs. at 212/75. London cable Middle Prices show little change and are as follows: Shell Transports 22/7/6, British-American Tobacco 22/3/3, Hong Kong Bank 2107/10/0, Duffs 2/9, Dunlops 12/9, and Imperial Tobacco 24/8/6.

DIVIDENDS.

Name	Dividend	Total for year	Date	Books close
Fraser & Neave Ord.	45 cts. final	75 cts.	31 Dec. 21-3-31	16/21 Mar. '31
Fraser & Neave Prof.	1½ final	5½	31 Dec. 21-3-31	16/21 Mar. '31
Consolidated Tin Smelters Prof.	3½ final	3½	30 June 31-3-31	17/30 Mar. '31
Aram Kumbangs	7/6d. (35th)	7/6d.	31 Dec. 23-3-31	16/23 Mar. '31
Malayan Tin Dredging	2½ int.	15%	30 June 18-3-31	4 March '31
Southern Malayan	2½ int.	—	30 June 18-3-31	4 March '31
1931.	Rubber.	Tin.	Tons Sold.	Price.
March 4	4 1/10d.	2123.0	125	\$21.75
" 5	4½d.	122.15.0	100	21.62½
" 6	4½d.	122.15.0	150	21.75
" 7	4½d.	121.0.0	150	22.37½
" 9	4½d.	—	100	22.37½
" 10	3½d.	124.10.0	175	22.62½

PARKING AT THE RACES.

JOCKEY CLUB OFFICIAL SUMMONED.

AN INTERESTING POINT.

At the Central Magistracy yesterday, Mr. H. R. Forsyth, of Messrs. Linthead & Davis, appeared before Mr. Schofield on a summons accusing him of disobeying the traffic directions of a police officer on March 2, at Happy Valley.

It was stated that the defendant was told to park his car at a certain spot but he refused, saying that the spot on which his car was then standing was the property of the Hong Kong Jockey Club.

Mr. Forsyth admitted having had a conversation with the officer but added that his car was parked below the tiffin room of the Jockey Club. He had the permission of the stewards of the Club to do so, secretaries of the Club and as such he had to be in a position to get away quickly if necessary, and also have a car readily accessible. For the remaining days of the races, the car was parked at the recognised parking stand to the satisfaction of the Hon. Inspector General of Police.

Not a Roadway.

Mr. Forsyth (to his Worship): Have you seen the place there?

His Worship: Not recently.

Mr. Forsyth: It is rather difficult to understand unless you have seen the building itself. The couple of archways form a natural garage under the building. It is not the roadway.

Inspector Alexander: It is a road under Traffic Regulations, your Worship.

His Worship, after consulting the Regulations, pointed out to the defendant that a road including private thoroughfares to which the public had access.

Mr. Forsyth: At the same time, does it override the rights of owners?

His Worship: That depends on the circumstances.

Mr. Forsyth: The chairman and stewards gave permission to go there.

In reply to his Worship, the police stated that there was no obstruction caused to traffic but on that particular day it had been raining and people were walking under the shelter provided by the archway.

His Worship adjourned the summons to inspect the spot.

YORKSHIREMEN IN MALAYA.

SOCIETY'S ANNUAL REPORT.

The third annual report of the Society of Yorkshiremen in Malaya, which is to be presented at the annual meeting on March 29 at the Europe Hotel, shows the number of life members as 23, in addition to 43 annual members, which includes 18 new members.

The report, referring to the Benevolent Fund, states:

"In view of the serious trade depression throughout Malaya in 1930, with little prospect of a 'silver lining' in 1931, your committee gave the question of the immediate launching of a Benevolent Fund their very serious consideration, and in October last it was decided to circulate members of the Society asking for their voluntary support to such a fund. Of a total membership of 66 at the end of the year, 22 promises of support to the fund were received. Although this cannot be regarded as disappointing, your committee feel that as we may be called upon at any time to deal with cases of distress from Yorkshiremen in Malaya, members who have not yet replied to the circular might give the matter their further kind consideration and notify the Hon. Secretary of their intention. The question of donating or subscribing to the Fund is, of course, quite voluntary, but your committee appeal to members for their generous support. Charity begins at home and should the occasion arise—let us hope it does not—there would be a satisfied feeling in the knowledge that we could steer a fellow Yorkshireman through a period of distress, the reason for which might be entirely out of his control."

Social Activities.

Social activities during the year included a very cheery though informal tiffin party which was held on May 3 at the Europe Hotel to greet Sir William Peel on his way through Singapore on route for Hong Kong to take up his appointment as Governor of that delectable island. In spite of the very short notice given, a good sprinkling of members were present. Over 70 people were present at the Swimming Club on the evening of June 11 when the Society held a party by kind permission of the committee of the Swimming Club. The event of the year, of course, was the occasion of the Society's annual dinner and dance, which was held at the Europe Hotel on Oct. 9. Slump conditions certainly did not affect this function for, there was a total of 153 present, the guests including Sir Cecil and Lady Clements and the Presidents and their wives (if any) of the other local Societies.

A communication received from the hon. secretary, Mr. Lionel Kitson, Victory House, Leicester Square, W.C.2, generously suggests that when members are in Town they should get in touch with him so that they may have the privilege of attending any of the excellent functions which take place from time to time. Members proceeding to England are requested to get in touch with the hon. secretary who will arrange for the necessary letter of introduction to the London Society.

Suggestions Welcomed.

At an early date it is hoped to issue a handbook incorporating the rules and regulations of the Society, the Benevolent Fund rules (if it is decided to go ahead with a Benevolent Fund) list of members, office bearers, together with the names and addresses of officials of Yorkshire Societies throughout the world. Members can then be assured of a cordial welcome in any of the places where these kindred Societies flourish.

The committee will be only too pleased to receive suggestions of a novel character. Obviously 66 heads have more ideas than five (committee strength). New ideas for the annual dinner menu card and "appropriate quotations" in dialect will be more than welcome.

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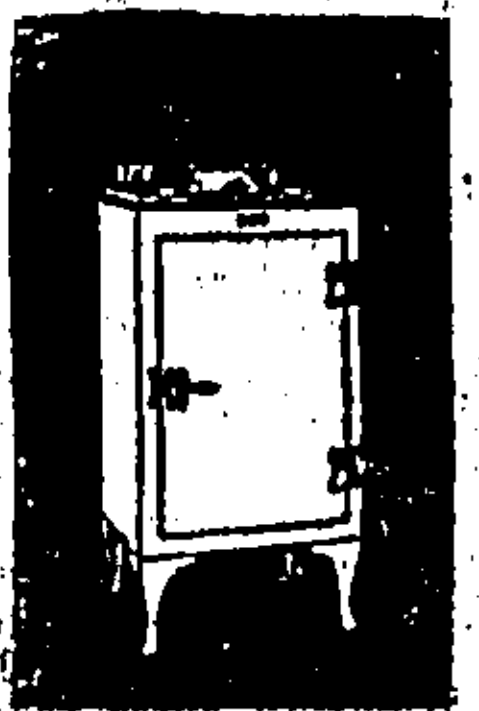
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EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe April 6.
Agamemnon due from Europe April 12.
Ailer due from Japan March 21.
Anchises due from Straits March 24.
Antenor arrived from Shanghai March 17.
Autolykus due from Northern ports March 21.
Benecluch due from Europe March 24.
Burgeland due from Europe March 29.
Calchas due from Europe March 28.
Carnarvonshire due from Japan April 8.
Changto due from Australia April 14.
City of Athens due from Europe March 23.
City of Cardiff due from New York April 8.
Coblentz due from North China ports April 4.
Emp. of Asia due from Vancouver April 2.
Emp. of Japan due from Shanghai March 20.
Emp. of Russia at Kowloon Wharf, Ermland due from Europe March 20.
Eurylochus due from Shanghai March 19.
Franken due from Europe March 24.
Fulda due from Europe April 6.
Glennier due from Europe April 24.
Hiyo Maru arrived from Shanghai March 18.
Ixion due from Vancouver March 18.
Kalyan due from Europe April 9.
Kamo Maru arrived from Manila March 17.
Kulmerland due from Japan April 2.
Nellore due from Australia April 4.
Oldenburg due from Japan April 14.
Pembrokehire due from Europe April 6.
Phenius due from New York April 7.
Pres. Garfield due from Shanghai March 21.
Pres. Jackson due from Japan March 23.
Rawalpindi due from Japan March 27.
Resolute due from Manila March 21.
Shinyo Maru due from Shanghai March 20.
Somali due from Japan March 23.
Soudan due from Singapore March 19.
Suwa Maru due from Shanghai March 20.
Taiping arrived from Manila March 13.
Takada due from Calcutta April 8.
Talma due from Calcutta March 22.
Tatsuta Maru arrived from Japan March 16.
Terukuni Maru arrived from Straits March 17.
Tilawa due from Japan March 22.
Tjisaak due from Java March 25.
Tjisaondani arrived from Java March 17.
Trave due from Europe April 17.
Van Heutz arrived from Straits March 17.
Vogtland due from Europe April 15.

VANCOUVER, B.C.
Emp. of Russia, C.P.S., March 18.
Hiyo Maru, N.Y.K., March 28.
Emp. of Japan, C.P.S., April 1.
Pres. Taft, Dollar, April 5.
Ixion, B.F., April 9.
Emp. of Asia, C.P.S., April 10.
Emp. of Canada, C.P.S., April 25.

VICTORIA, B.C.
Emp. of Russia, C.P.S., March 18.
Hiyo Maru, N.Y.K., March 28.
Emp. of Japan, C.P.S., April 1.
Pres. Taft, Dollar, April 5.
Ixion, B.F., April 9.
Emp. of Asia, C.P.S., April 10.
Emp. of Canada, C.P.S., April 25.

VLADIVOSTOK.
Calchas, B.F., March 28.
Pembrokehire, Jardine's, April 6.
Glennier, Jardine's, April 24.

WEIHAIWEI.
Kueichow, B. & S., March 28.
Huichow, B. & S., April 2.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Garfield, Dollar, March 22.
Pres. Polk, Dollar, April 5.
Pres. Adams, Dollar, April 19.

AMSTERDAM.

Tjikembang, J.C.J.L., March 18.
Tsinan, B. & S., March 18.
Tjisaondani, J.C.J.L., March 19.
Haining, Douglas, March 20.
Talma, B.I., March 24.
Taiyuan, B. & S., March 25.
Antung, B. & S., March 29.
Yuenang, Jardine's, March 31.
Tjinegara, J.C.J.L., April 2.
Takada, B.I., April 10.
Kumsang, Jardine's, April 17.
Sirdhana, B.I., April 22.
Suisang, Jardine's, April 25.

ANTWERP.

Suwa Maru, N.Y.K., March 21.
Somali, P. & O., March 24.
Annam, Manners, April 3.
Fushimi Maru, N.Y.K., April 4.
Karmala, P. & O., April 11.
Selandia, Manners, April 10.

AUSTRALIAN PORTS.

Taiyuan, B. & S., March 20.
Atsuta Maru, N.Y.K., March 26.
St. Albans, E. & A., April 1.
Changto, B. & S., April 21.

BALTO PORTS.

Annam, Manners, April 3.
Selandia, Manners, April 16.

BALTIMORE.

Taybank, Bank, April 7.

BANGKOK.

Kalagan, B. & S., March 22.
Chinhua, B. & S., March 24.

BARCELONA.

Burgeland, Jelsen, April 29.

BELOWAN-DELL.

Van Heutz, J.C.J.L., March 26.

BOMBAY.

Gange, Dodwell's, March 25.
Genon Maru, N.Y.K., March 27.
Tchukshima Maru, N.Y.K., March 30.
Mirzapore, P. & O., April 1.
Hilda, Dodwell's, April 12.
Pilsna, Dodwell's, April 10.

BOSTON.

Tai Yang, Dodwell's, March 18.
Pres. Garfield, Dollar, March 22.
Javanese Prince, Furness, March 24.
Toba Maru, N.Y.K., March 31.
Pres. Polk, Dollar, April 5.
Japanese Prince, Furness, April 7.
Taybank, Bank, April 7.
Pres. Adams, Dollar, April 19.
Chinese Prince, Furness, April 21.

BREMER.

Aller, Melchers, March 21.
Coblentz, Melchers, April 4.
Franken, Melchers, April 23.

BRINDISI.

Gange, Dodwell's, March 25.
Hilda, Dodwell's, April 12.
Pilsna, Dodwell's, April 10.

CALCUTTA.

Taiyuan, B.I., March 25.
Hosing, Jardine's, March 28.
Morioka Maru, N.Y.K., March 28.
Santhia, B.I., April 2.
Kumsang, Jardine's, April 7.
Malacca Maru, N.Y.K., April 8.
Talma, B.I., April 14.
Yuenang, Jardine's, April 20.

CASABLANCA.

Autolykus, B.F., March 31.

CHEFOO.

Kanchow, B. & S., March 20.
Kueichow, B. & S., March 25.
Huichow, B. & S., April 3.

COLOMBO.

Antenor, B.F., March 18.
Suwa Maru, N.Y.K., March 21.
Pres. Garfield, Dollar, March 22.
Somali, P. & O., March 24.
Gange, Dodwell's, March 25.
Genon Maru, N.Y.K., March 27.
Rawalpindi, P. & O., March 28.
Tchukshima Maru, N.Y.K., March 30.

D'ARTAGNAN.

Mirzapore, P. & O., April 1.
Fushimi Maru, N.Y.K., April 4.
Pres. Polk, Dollar, April 5.
Carnarvonshire, Jardine's, April 8.
Hilda, Dodwell's, April 12.
Angers, M.M., April 14.
Pilsna, Dodwell's, April 19.
Pres. Adams, Dollar, April 19.
Glennier, Jardine's, April 27.
Felix Roussel, M.M., April 28.

COPENHAGEN.

Annam, Manners, April 3.
Selandia, Manners, April 10.

DALNY.

Liagchow, B. & S., March 22.
Aeneas, B.F., April 7.

DUTCH PORTS.

Antenor, B.F., March 18.
Aller, Melchers, March 21.
Suwa Maru, N.Y.K., March 21.
Somali, P. & O., March 24.
Oregon Star, Dodwell's, March 27.
Autolykus, B.F., March 31.
Aller, Melchers, April 4.
Fushimi Maru, N.Y.K., April 4.
Carnarvonshire, Jardine's, April 8.
Karmala, P. & O., April 11.
Hilda, Dodwell's, April 12.
Pilsna, Dodwell's, April 19.
Rajputana, P. & O., April 25.
Glennier, Jardine's, April 27.

LOS ANGELES.

Tai Yang, Dodwell's, March 18.
Pres. Pierce, Dollar, March 24.
Pres. Jackson, A.M.L., March 31.
Pres. McKinley, A.M.L., April 14.
Bokuyo Maru, N.Y.K., April 22.
Pres. Grant, A.M.L., April 28.

MANILA.

Taiyuan, B. & S., March 20.
Emp. of Japan, C.P.S., March 21.
Pres. Garfield, Dollar, March 22.
Shinyo Maru, N.Y.K., March 22.
Pres. Jackson, A.M.L., March 23.
Aeneas, B.F., March 28.
Pres. Taft, Dollar, March 28.
Tjikembang, J.C.J.L., March 31.
St. Albans, E. & A., April 1.
Emp. of Asia, C.P.S., April 2.
Coblentz, Melchers, April 4.
Pres. McKinley, A.M.L., April 7.
Pres. Jefferson, A.M.L., April 11.
Tjinegara, J.C.J.L., April 14.
Changto, B. & S., April 21.

MARSEILLES.

Antenor, B.F., March 18.
Aller, Melchers, March 21.
Suwa Maru, N.Y.K., March 21.
Pres. Garfield, Dollar, March 22.
Somali, P. & O., March 24.
Rawalpindi, P. & O., March 28.
Autolykus, B.F., March 31.
D'Artagnan, M.M., March 31.
Annam, Manners, April 3.
Fushimi Maru, N.Y.K., April 4.
Karmala, P. & O., April 11.
Lima Maru, N.Y.K., April 13.
Oldenburg, Jelsen, April 14.
Pilsna, Dodwell's, April 19.
Pres. Adams, Dollar, April 19.
Burgeland, Jelsen, April 29.

GLASGOW.

Antenor, B.F., March 18.
Eurylochus, B.F., March 20.
Autolykus, B.F., March 21.
Teiresias, B.F., April 20.

GOTHENBURG.

Formosa, Gilman's, April 4.
Eurylochus, B.F., March 20.
Autolykus, B.F., March 21.
Teiresias, B.F., April 20.

HAIPHONG AND HOIHOW.

Chinhua, B. & S., March 27.
Kungyuan, B. & S., April 11.

HAMBURG.

Antenor, B.F., March 18.
Aller, Melchers, March 21.
Somali, P. & O., March 24.
Oregon Star, Dodwell's, March 27.
Autolykus, B.F., March 21.
Kulmerland, Jelsen, April 2.
Annam, Manners, April 3.
Coblentz, Melchers, April 4.
Formosa, Gilman's, April 4.
Fushimi Maru, N.Y.K., April 4.
Karmala, P. & O., April 11.
Selandia, Manners, April 10.

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CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"TSINAN"	On 18th Mar.	5 p.m.
SHANGHAI	"OHENAN"	On 18th Mar.	5 p.m.
FOOCHOW, SHANGHAI & TIENTSIN	"KANOHOW"	On 20th Mar.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 22nd Mar.	9 a.m.
SWATOW & HANGKOW	"KALGAN"	On 22nd Mar.	11 a.m.
SHANGHAI, NEWCHOW & DALRY	"LIANGOHOW"	On 23rd Mar.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 24th Mar.	Noon
HONGKOW & HANGKOW	"CHINHUA"	On 24th Mar.	Noon
SWATOW, WHARF, CHEFOO & TIENTSIN	"KUEIOHOW"	On 25th Mar.	8 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 25th Mar.	5 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KIUNGHOOW"	On 27th Mar.	Noon
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 28th Mar.	6 a.m.
FOOCHOW, WHARF, CHEFOO & TIENTSIN	"HUIOHOW"	On 3rd Apr.	4 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 11th Apr.	Noon

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TAIPING	In Port	20th Mar.	28th Mar.	8th Apr.
CHANGE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	19th May	26th May	29th May	7th June
CHANGE	12th June	19th June	22nd June	8th July

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The M.S. "ANNAM"

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ROTTERDAM, AMSTERDAM, HAMBURG,

COPENHAGEN and other SCANDINAVIAN

& BALIC PORTS.

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M.S. "Annam" ... 3rd April

M.S. "Selandia" ... 16th April

M.S. "Danmark" ... 8th May

M.S. "Java" ... 28th May

M.S. "Asia" ... 28th June

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FOR SIX MONTHS

Office: 11, Ice House Street

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	MARCH 16, 1931.										MARCH 17, 1931									
	Time	Temp	Humid	Pressure	Direction	Force	Wind	Direction	Force	Wind	Time	Temp	Humid	Pressure	Direction	Force	Wind	Direction	Force	Wind
Wladivostok	12	30.23	78.7	36	SE	4	o	6	30.23	78.7	36	NNW	5	o	6	30.23	78.7	36	NNW	5
Nemuro	11	30.39	77.2	0	NW	1	o	5	30.39	77.2	0	S	1	o	5	30.39	77.2	0	S	1
Hakodate	10	30.87	77.5	0	SW	2	o	4	30.87	77.5	0	SW	2	o	4	30.87	77.5	0	SW	2
Tokyo	9	30.43	77.0	0	SE	1	o	3	30.43	77.0	0	SE	1	o	3	30.43	77.0	0	SE	1
Kochi	8	30.81	77.0	0	E	2	o	2	30.81	77.0	0	E	2	o	2	30.81	77.0	0	E	2
Nagasaki	7	30.14	76.5	0	E	1	o	1	30.14	76.5	0	E	1	o	1	30.14	76.5	0	E	1
Kagoshima	6	30.14	76.5	0	E	1	o	1	30.14	76.5	0	E	1	o	1	30.14	76.5	0	E	1
Oshima	5	30.00	76.0	0	E	1	o	1	30.00	76.0	0	E	1	o	1	30.00	76.0	0	E	1
Naha	4	29.86	76.0	0	E	1	o	1	29.86	76.0	0	E	1	o	1	29.86	76.0	0	E	1
Ishigakijima	3	30.00	76.0	0	E	1	o	1	30.00	76.0	0	E	1	o	1	30.00	76.0	0	E	1
Bonin Island	2	30.24	76.0	0	E	1	o	1	30.24	76.0	0	E	1	o	1	30.24	76.0	0	E	1
Chefoo	15	30.59	77.0	34	N	2	o	6	30.59	77.0	34	N	2	o	6	30.59	77.0	34	N	2
Shanghai	14	30.03	76.2	61	NW	1	o	6	30.03	76.2	61	NW	1	o	6	30.03	76.2	61	NW	1
Wenchow	13	30.14	76.5	52	NW	1	o	6	30.14	76.5	52	NW	1	o	6	30.14	76.5	52	NW	1
Poochow	12	30.00	76.1	58	S	2	o	6	30.00	76.1	58	S	2	o	6	30.00	76.1	58	S	2
Amoy	11	30.03	76.2	63	NE	4	o	6	30.03	76.2	63	NE	4	o	6	30.03	76.2	63	NE	4
Swatow	10	29.91	76.7	64	W	3	o	6	29.91	76.7	64	W	3	o	6	29.91	76.7	64	W	3
Taihou	9	30.02	76.2	64	W	3	o	6	30.02	76.2	64	W	3	o	6	30.02	76.2	64	W	3
Taihu	8	30.04	76.5	68	N	2	o	6	30.04	76.5	68	N	2	o	6	30.04	76.5	68	N	2
Tainan	7	30.00	76.2	77	N	2	o	6	30.00	76.2	77	N	2	o	6	30.00	76.2	77	N	2
Koshu	6	30.02	76.5	63	NE	2	o	6	30.02	76.5	63	NE	2	o	6	30.02	76.5	63	NE	2
Pescadore	5	29.94	76.0	64	E	4	o	6	29.94	76.0	64	E	4	o	6	29.94	76.0	64	E	4
Hong Kong	4	29.98	76.2	69	ENE	5	o	6	29.98	76.2	69	ENE	5	o	6	29.98	76.2	69	ENE	5
Gap Rock	3	29.92	76.0	65	ENE	3	o	6	29.92	76.0	65	ENE	3	o	6	29.92	76.0	65	ENE	3
Macao	2	29.91	76.7	75	ENE	3	o	6	29.91	76.7	75	ENE	3	o	6	29.91	76.7	75	ENE	3
Hohow	1	29.94	76.0	74	ENE	4	o	6	29.94	76.0	74	ENE	4	o	6	29.94	76.0	74	ENE	4
Pratas Island	15	29.86	76.5	72	ENE	4	o	6	29.86	76.5	72	ENE	4	o	6	29.86	76.5	72	ENE	4
Phulien	14	29.81	76.1	76	W	2	o	6	29.81	76.1	76	W	2	o	6	29.81	76.1	76	W	2
Tourane	13	29.84	76.7	83	N	4	o	6	29.84	76.7	83	N	4	o	6	29.84	76.7	83	N	4
Cape St. James	12	29.88	76.0	83	SE	2	o	6	29.88	76.0	83	SE	2	o	6	29.88	76.0	83	SE	2
Daseo	11	29.85	76.2	86	NE	4	o	6	29.85	76.2	86	NE	4	o	6	29.85	76.2	86	NE	4
Apurri	10	29.80	76.7	91	W	4	o	6	29.80	76.7	91	W	4	o	6	29.80	76.7	91	W	4
Tiguagarno	9	29.83	76.7	86	W	4	o	6	29.83	76.7	86	W	4	o	6	29.83	76.7	86	W	4
Vigan	8	29.82	76.7	91	W	4	o	6	29.82	76.7	91	W	4	o	6	29.82	76.7	91	W	4
Manila	7	29.88	76.7	91	ENE	4	o	6	29.88	76.7	91	ENE	4	o	6	29.88	76.7	91	ENE	4
Lagay	6	29.85	76.8	83	NW	2	o	6	29.85	76.8	83	NW	2	o	6	29.85	76.8	83	NW	2
Caluyog	5	29.88	76.7	85	S	4	o	6	29.88	76.7	85	S	4	o	6	29.88	76.7	85	S	4
Tacloban	4	29.85	76.8	91	ENE	4	o	6	29.85	76.8	91	ENE	4	o	6	29.85	76.8	91	ENE	4
Boho	3	29.83	76.7	88	NE	4	o	6	29.83	76.7	88	NE	4	o	6	29.83	76.7	88	NE	4
Cebu	2	29.85	76.8	88	N	4	o	6	29.85	76.8	88	N	4	o	6	29.85	76.8	88	N	4
Surigao	1	29.85	76.8	88	N	4	o	6	29.85	76.8	88	N	4	o	6	29.85	76.8	88	N	4
Saipan	11.00	29.85	76.8	88	NE	4	o	6	29.85	76.8	88	NE	4	o	6	29.85	76.8	88	NE	4
Guam	12.22	29.84	76.7	88	ENE	2	o	6	29.84	76.7	88	ENE	2	o	6	29.84	76.7	88	ENE	2
Yap	11.00	29.84	76.7	88	ENE	2	o	6	29.84	76.7	88	ENE	2	o	6	29.84	76.7	88	ENE	2
Palew	14	29.82	76.7	86	NE	4	o	6	29.82	76.7	86	NE	4	o	6	29.82	76.7	86	NE	4
Labuan	14	29.82	76.7	86	NE	4	o	6	29.82	76.7	86	NE	4	o	6	29.82	76.7	86	NE	4

March 17d. 10A. 15m.—An anticyclone is central over N.E. China and a depression to the east of the

Loochoo.

Fresh monsoon along the S.E. coast of China and moderate monsoon over the N. China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 2.72

inches, against an average of 4.46 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 18.

Forecast.

1.—Formosa Channel ... N.E. winds, fresh.

2.—South coast of China between Hong Kong and Lamook ... Easterly winds, moderate; overcast, drizzle

3.—Hong Kong to Gap Rock ... and mist.

4.—South coast of China between Hong Kong and Hainan ... and mist.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 17.

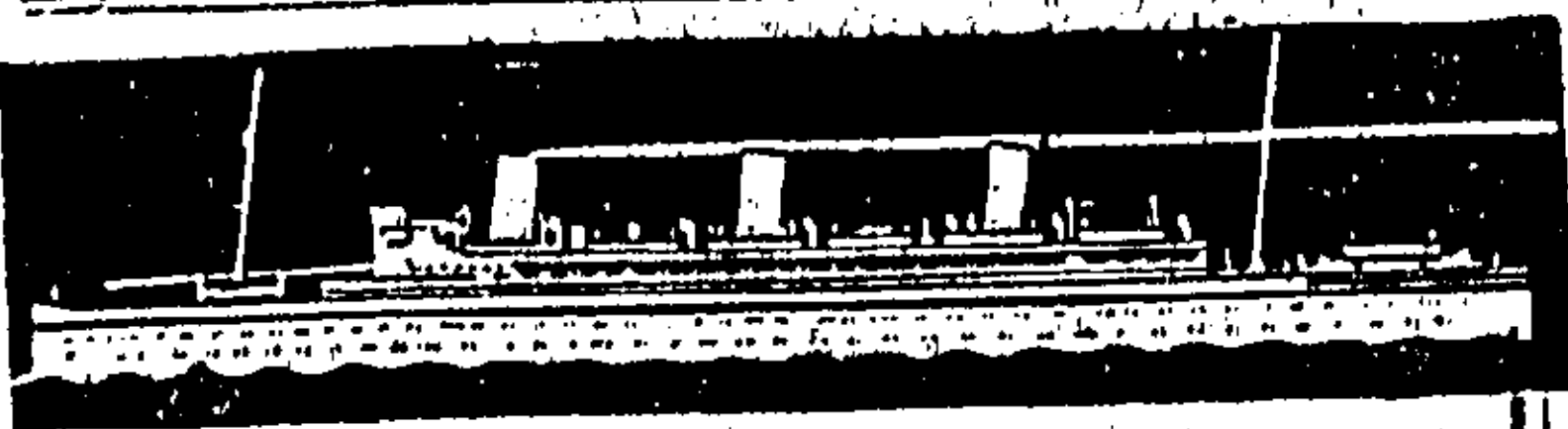
Barometer... 29.91

Temperature... 83

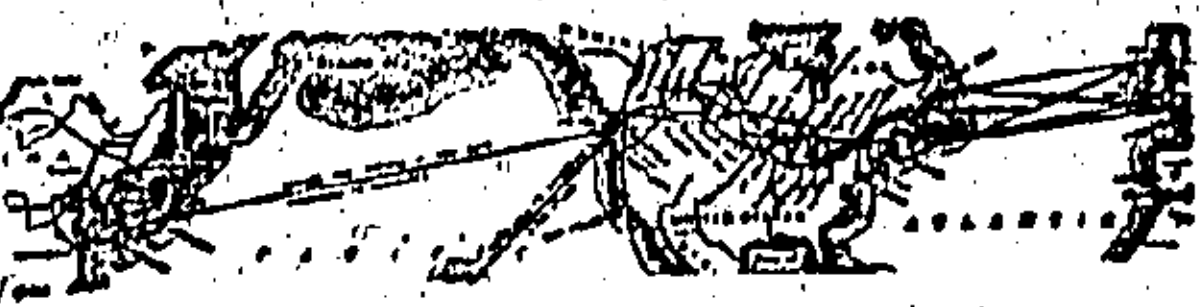
Humidity... 88

Wind... E

Direction... E



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ASAMA MARU Wednesday, 1st April

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIYU MARU Thursday, 26th March

HEIAN MARU Tuesday, 21st April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

BUWA MARU Saturday, 21st March

FUSHIMI MARU Saturday, 4th April

SYDNEY & MELBOURNE via Manila & Ports

AT-UTA MARU Thursday, 26th March

MANILA.

SHINYO MARU Sunday, 22nd March

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU Friday, 27th March

TOKUSHIMA MARU Monday, 30th March

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU Wednesday, 22nd April

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU Tuesday, 14th April

NEW YORK, BOSTON via PANAMA.

TOBA MARU Tuesday, 31st March

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

LIMA MARU Monday, 13th April

CAMOUITA via Singapore, Penang & Bangkok

MALACCA MARU Wednesday, 8th April

SHANGHAI, KOBE & YOKOHAMA.

TOYOAKA MARU Saturday, 21st March

IYO MARU (Kobe direct) Saturday, 28th March

HAKUSAN MARU Friday, 3rd April

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D'ARTAGNAN 31st Mar.

ANGERS 14th Apr.

FELIX ROUSSEL 28th Apr.

G. METZINGER 11th May

BEHIN 25th May

PORTHOS 8th June

CHENONCEAUX 23rd June

ATHOS II 7th July

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

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Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 21,000 TONS;
THROUGH-CARGO
23,000 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

Cargo for Through

British H.K. Ports.

Tairas, Singapore 1,007 2,687

Glenue, Singapore 545 1,485

Suiyang, Canton — 1,100

Hanyang, Wuhu — 2,020

Hydrangea, Swallow 173 —

Argonauta, Tarrakan 6,508 —

American Pres. Madison, Manila 173 3,120

Dutch Van Heutz, Belawan Deli 724 10

French Linchow, Haiphong 1,635 1,400

Norwegian Hoihow, Hoihow 120 —

Holios, Swallow 1,300 —

Elg, Shanghai 200 1,200

Japanese Tairas, Los Angeles 160 —

Terukuni, Singapore 785 4,397

Hiye, Seattle 1,503 —

Kamo, Melbourne 709 3,034

Amur, Manila 1,871 4,770

Menado, Hoihow 350 —

Dozan, Keelung 1,326 610

Chinese Cheung On, Shanmei 290 —

Total 21,005 50,050

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

Arr. Dep.

British 7 6

American 2 1

Dutch 2 1

French 1 1

Norwegian 5 5

Japanese 9 2

Chinese 1 1

Total 27 17

WARSHIPS IN PORT.

The following warships were in port yesterday:

North Wall.—Petersfield, South Wall.—Bridgewater, Sepoy, East Wall.—Oswald, Ostris, North Arm.—Suffolk, West Wall.—Cumberland, In Dock.—Herald, Iroquois, Buoy No. 2.—Medway and S/M's, Buoy No. 7.—Seraph, Thracian, Buoy No. 8.—Bruce, Buoy No. 10.—Sterling, Buoy No. 11.—Serapis, Buoy No. 12.—Marazion, Buoy No. 25.—Cicala, Foreign Men of War.—French W. Rousseau, Altair, Argus.

ASIATIC DECK PASSENGERS.

The following vessels, brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Hydrangea (Br.) Swallow 423

Pres. Madison (Am.) Manila 160

Van Heutz (Dutch) Singapore 2,248

Linchow (Fr.) Haiphong, 373

Haihing (Nor.) Singapore, 472

Holios (Nor.) Bangkok, 54

Menado Maru (Jap.) Haiphong, 130

Total 3,860

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:

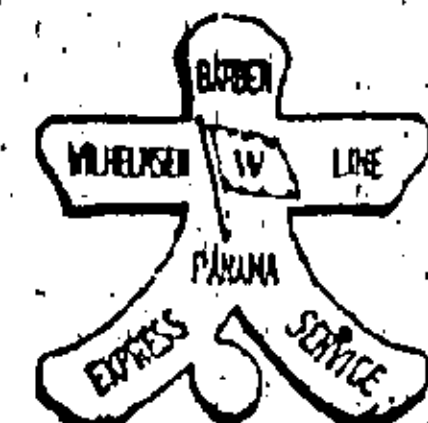
Wharves.—Kowloon: Empress of Russia, Kamo Maru, Adios II, Glenue, Terukuni Maru, Hakodate Maru, Tairas Maru, Amur Maru, Hoihow, Taiping, Teiresias, Jardine Matheson's: Yanting, Douglas Lapraik: Haiching, Docks.—Kowloon: Susanna II, Pronto, Scala Shell, Waishing, Tai-koo: Linan, Elg, Kueichow, Shun Chih, Sensan Maru, Cosmopolitan: Coranto.

Buoys.—At Angers, At Tjibadak, At Linchow, At Taiping, At Van Heutz, At Chonan, At Venezia, At B1 Waishing, B3 Suiyang, B8 An Lee, B9 Hanyang, B14 Yingchow, B15 Kalgan, B16 Linan, B17 Ynan Lee, B18 Chungking, B19 Wing Lee, B21 Song Bo, B22 Hing-sang, B23 Lushan Maru, B25 Cape St. Francis, B26 Tinchow, B27 Nishin Maru, B28 Haukefjell, C1 Helios, C2 Proteus, C3 Bremerhaven, C4 Hermod, C5 Halvard, C6 Chusan, C7 Nitagata Maru, C8 Dozan Maru.

SERVICE TO READERS.

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If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.



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S.S. "CITY OF ATHENS" Havre, London, Rotterdam & Hamburg ... 16th May

S.S. "CITY OF BATAVIA" Havre, London, Rotterdam & Hamburg ... 17th June

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M.V. "TAYRANK" 7th April

M.V. "TWEEDBANK" 4th May

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F.S. "TINHOW" 10th April

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GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"SOMALI"	—	24th Mar.	Marseilles and London.
"RAWALPINDI"	16,819	28th Mar.	Marseilles and London.
"KIDDERPORE"	9,715	1st Apr.	Marseilles and London.
"KALAMALA"	9,123	11th Apr.	Marseilles and London.
"RAJPUTANA"	16,568	25th Apr.	Marseilles and London.
"SOUDAN"	9,144	2nd May	Marseilles and London.
"KALYAN"	16,132	9th May	Marseilles and London.
"COMORIN"	8,885	23rd May	Marseilles and London.
"KASHMIR"	10,000	6th June	Marseilles and London.
"KASHGAR"	9,005	20th June	Marseilles and London.
"RAWALPINDI"	16,819	4th July	Marseilles and London.
"KIDDERPORE"	9,715	18th July	Marseilles and London.
"KALYAN"	16,132	1st Aug.	Marseilles and London.
"RAJPUTANA"	16,568	15th Aug.	Marseilles and London.
"KALAMALA"	9,123	29th Aug.	Marseilles and London.
"CATHAY"	16,121	12th Sept.	Marseilles and London.
"KALYAN"	16,132	26th Sept.	Marseilles and London.
"NALDERA"	16,088	10th Oct.	Marseilles and London.
"KASHMIR"	9,985	24th Oct.	Marseilles and London.
"RAWALPINDI"	16,819	7th Nov.	Marseilles and London.

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Frequent connections from Port Said for Passengers and Cargo to Constantinople, Smyrna, Samsun, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-AFOAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,008	25th Mar.	Singapore, Penang & Calcutta
"SANTHA"	7,754	2nd Apr.	do.
"TALMA"	10,000	14th Apr.	do.
"TAKADA"	8,949	2nd May	do.
"SIRDHANA"	7,745	11th May	do.
"TILAWA"	10,008	25th May	do.
"SANTHA"	7,754	11th June	do.

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EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	1st Apr.	Manila, Batavia, Brisbane, Sydney and Melbourne.
"NELORE"	4,563	1st May	do.
"TANDA"	9,958	30th May	do.

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Hong Kong to Sydney—19 days.

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The P. & O. Branches of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"SOUDAN"	—	20th Mar.	D.L. S'hai, Moji, Kobe & Y'hama
"TALMA"	10,000	24th Mar.	Amoy, Moji, Kobe & Osaka
"KIDDERPORE"	9,715	28th Mar.	Moji & Kobe
"RAJPUTANA"	16,568	27th Mar.	S'hai, Kobe & Yokohama
"NELORE"	4,563	31st Mar.	S'hai, Moji, Kobe, Osaka & Y'hama
"TAKADA"	8,949	10th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
"KALYAN"	16,132	14th Apr.	S'hai, Moji, Kobe & Y'hama
"SIRDHANA"	7,745	22nd Apr.	Amoy, Moji, Kobe & Osaka
"TILAWA"	10,008	26th Apr.	S'hai, Moji, Kobe & Yokohama
"KASHMIR"	9,985	30th Apr.	Amoy, Moji, Kobe & Osaka
"TANDA"	9,958	8th May	S'hai, Moji, Kobe & Yokohama
"SANTHA"	7,754	12th May	Amoy, Moji, Kobe & Osaka
"KASHGAR"	9,005	16th May	Shanghai, Kobe & Yokohama
"ST. ALBANS"	4,500	20th May	S'hai, Moji, Kobe & Yokohama
"RAWALPINDI"	16,819	24th May	S'hai, Moji, Kobe, Osaka & Y'hama
"KIDDERPORE"	9,715	28th May	S'hai, Kobe & Yokohama
"KALYAN"	16,132	31st May	S'hai, Moji, Kobe & Yokohama
"NELORE"	4,563	4th June	S'hai, Kobe & Yokohama
"RAJPUTANA"	16,568	8th June	S'hai, Moji, Kobe & Yokohama
"KALAMALA"	9,123	12th June	S'hai, Moji, Kobe & Yokohama
"CATHAY"	16,121	16th June	S'hai, Moji, Kobe & Y'hama
"KALYAN"	16,132	20th June	do.
"KALYAN"	16,132	24th June	do.
"KASHMIR"	9,985	28th June	do.
"NALDERA"	16,088	2nd July	S'hai, Kobe & Yokohama
"MACDONALD"	11,150	6th July	Shanghai, Moji, Kobe & Y'hama
"RAJPUTANA"	16,568	10th July	S'hai, Kobe & Yokohama

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